

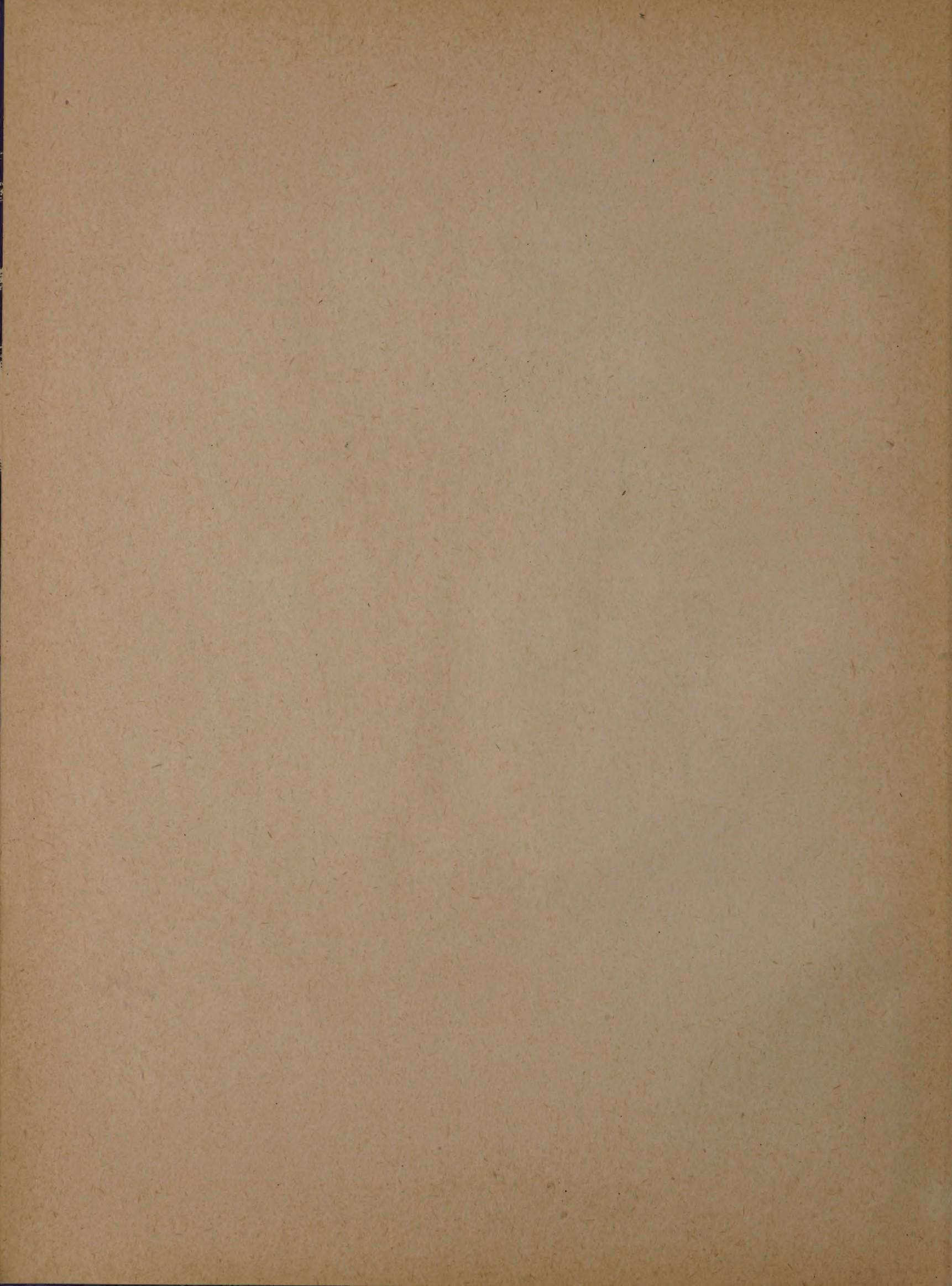
CLASS 44-G

OFFICER CANDIDATE SCHOOL  
MIAMI BEACH, FLORIDA

*Commandant of Cadets Training Command*







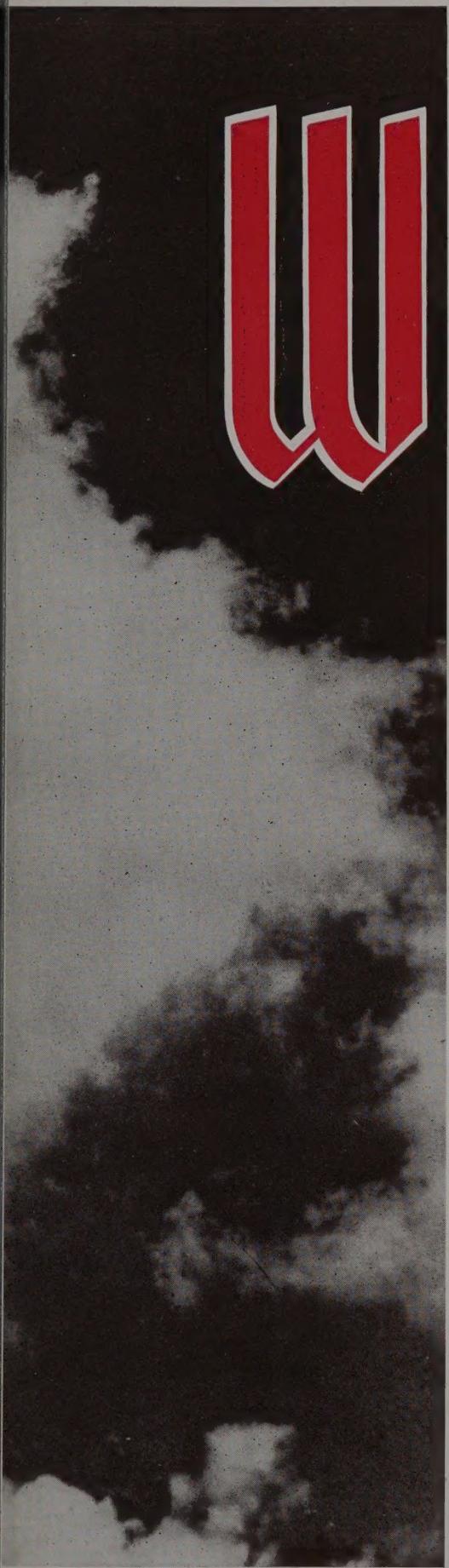
# OFF WE GO



For assistance in furnishing pictures and editorial matter for this volume and cooperation in numerous other ways, grateful acknowledgment is made to the Air Forces Division, War Department, Bureau of Public Relations, Washington, D. C.



UNITED STATES



W W

# wings over America

The good fight which our air pioneers fought has been continued bravely and unselfishly by countless American Aviators. They have been willing and eager to fight and die, demonstrating the true efficacy of Air Power. With sober optimism it may be said of a war in which Air Power is the decisive factor, America Can Win, Must Win, and Shall Win ultimate victory. • • • •

A R M Y   A I R   F O R C E S

# FOREWORD

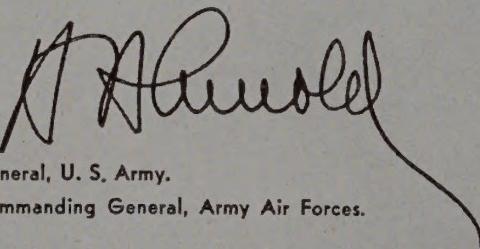
As members of the United States Armed Forces you do not have to be told of the magnitude and importance of the task that lies before you.

At every base, station and training field of the United States Army Air Forces you are preparing yourselves for the great test of arms which will prove that the forces of democracy can destroy the evil power of the totalitarian nations.

Soon you will take your places as Bombardiers, Navigators, Pilots, and Gunners alongside of our allies who have been fighting so valiantly. As mechanics and supply personnel, and in every type of ground duty, you will have the vital responsibility of making sure that our airplanes will be second to none.

We can win this war, and we will win it, but only if every officer and enlisted man puts forth all the fortitude and resourcefulness that Americans have always displayed in time of war.

There are trying times ahead, times that will test the mettle of all of us, but I am confident that the personnel of my command will acquit themselves with honor and distinction, no matter where and when we shall meet the enemy.



A handwritten signature in black ink, appearing to read "H. H. Arnold".

General, U. S. Army.  
Commanding General, Army Air Forces.

GENERAL HENRY H.



GENERAL HENRY H. ARNOLD

Captain Beck, Lieutenant Arnold, Captain Chandler,  
Lieutenant Milling, Lieutenant Kirtland.



A R N O L D



# THE DEVELOPMENT OF THE ARMY

With the reorganization of the aviation setup of the United States Army, on March 9, 1942, has come the latest phase of the development of the nation's military aviation from its groping, experimental days to its present status as an autonomous unit within the structure of the Army. The story of the rapid growth of our nation's military aviation, from an unimportant subdivision of the Signal Corps before the first World War, through the period when it was a corps of its own, the Air Corps, and now to a degree of tremendous importance as the Army Air Forces, co-equal in prominence with all the other Army combat arms combined, is a stirring saga of courage and inspiration, of indomitable will and far-sighted genius, all within the short space of 33 years.

The utilization of aviation by the Army, however, antedates 1909, the official birth year. Civilian aeronauts made observations from captive balloons for the Army of the Potomac during the American Civil War, and later the Army purchased a balloon in France which was used in Cuba during the Spanish-American War. It was not, however, until the experiments of Langley, Maxim, Lillienthal, Bleriot, the Wrights and others had focused attention on the possi-

bilities of heavier-than-air machines that the Army considered seriously this newest military adjunct. It was not until the Wrights had demonstrated that a heavier-than-air machine was not only feasible, but practical that the Army advertised for bids for the construction of an airplane. An aeronautical division of the Army was created in the Office of the Chief Signal Officer of the Army on July 1, 1907.

The Wright brothers produced an airplane which was delivered to Fort Myer, Virginia, on August 28, 1908. It was a biplane with a wing spread of about 40 feet and a wing area of some 500 square feet weighing approximately 800 pounds. The lateral controls were affected by warping the wings. The double elevator and the rudder were supported in front of the wings by an outrigger. The landing gear consisted of two runners, or skids, and the plane was launched from a monorail. After a series of disappointing accidents and many tests, the Board of Officers appointed to examine the plane made a favorable recommendation on August 2, 1909, and the Chief Signal Officer approved the recommendation the same day. This date is considered the birthday of the Army Air Forces. While thus inaugurating

the air arm of the service on this date, the value of aircraft in a military way was not immediately apparent, particularly to a nation at peace, and it was not until March, 1911, almost two years later, that Congress for the first time specifically appropriated money for aviation . . . to the tune of \$125,000. By September, 1913, Army aviation had grown slowly until it had 17 planes, with a personnel of 23 officers and 91 enlisted men.

Inasmuch as the original conception of the role of aircraft in warfare was purely that of observation, the control of military aviation was left in the hands of the Signal Corps, and, indeed, aviation remained in this branch until 1918, when it was divorced from the Signal Corps and expanded into two departments—the Bureau of Military Aeronautics and the Bureau of Aircraft Production. Upon the termination of the war these two departments were consolidated into the Air Service. The first actual use of aircraft by the Army began in March, 1916, when the First Aero Squadron,

composed of 16 officers, 77 enlisted men and eight airplanes began operations with the Punitive Expedition in Mexico.

The World War, of course, with its constantly accelerating emphasis upon air power, was responsible for the rapid expansion of American aviation. By the time of our declaration of war upon Germany in April of 1917, Army aviation consisted of 65 officers (35 of whom were flyers), 1,087 enlisted men and 55 airplanes. No better commentary can be made upon the changing role of air power at the beginning of the World War and of the present conflict than to compare this number with the 10,697 officers, 126,660 enlisted men and 8,707 aviation cadets which we had on June 30, 1941, with the number constantly increasing under the impetus of the greatest expansion program in history.

During the first eight years of its existence, 1909-1916—a total of 142 airplanes had been delivered to Army Aviation. Congress, in July of 1917, appropriated \$640,000,000 for Army Aviation, the largest appropriation which had ever been made up until that time for any single purpose. Working as rapidly as possible, the country began the gigantic task of catching up in production with countries long at war. The first task was to train American flyers and for this purpose flying schools and ground schools were set up at a number of schools and colleges. Nearly 15,000 flying cadets received training in this country, and about 1,800 in Europe. By March, 1918, our Army Aviation strength was 11,000 officers and 120,000 enlisted men.

At the time of the Armistice we had 757 pilots, 481 observers, with 740 planes and 77 balloons at the front, and 1,402 pilots, 769 airplanes and 252 balloon observers had entered the Zone of Advance.

# AIR FORCES . . .



First Flight, Orville Wright,  
September 5, 1908.

Wilbur Wright at Fort Myer,  
July 27, 1909.



Orville Wright in flight,  
Maxwell Field, 1910.



Major H. H. Arnold and Major T. D. Milling in 1912,  
when Army air strength consisted of two planes.



Burgess Tractor—1914.

While at the time of the Armistice less than 25 per cent of the planes flown by American pilots were of American manufacture, we were already beginning to swing into large scale production, principally of British designed DeHavillands and Handley-Page's equipped with the American Liberty motor, the greatest contribution of American manufacturers to the war effort. American aviators were officially credited with the destruction of 491 enemy airplanes, of which 462 were accounted for by 63 aviators. We had 43 squadrons at the front at the time of the Armistice. Following the conclusion of the war, our air strength was allowed to dwindle to 1,000 officers and 10,000 men.

The Army Reorganization Act of 1920 provided for 1,516 officers and 10,300 enlisted men for the Air Service, and the Air Corps Act of 1926 authorized a "Five Year Program" which contemplated at its conclusion a personnel strength of 1,650 officers and 15,000 enlisted men with 500 cadets, and equipment consisting of 1,800 serviceable planes. On March 1, 1935, the famous GHQ Air Force was established, embracing all tactical Air Corps Units within the Continental United States. Prior to its formation combat squadrons were trained under widely different methods, depending upon the conception of the Group Commanders. The purpose, which was accomplished, of the GHQ Air Force was to co-ordinate the systems of training so as to produce uniformity and the ability to operate together as a team. Another accomplishment was the later development of the combat crew as a fighting team. In practice, the same officers and men were assigned to the same airplane, and each team, through constant cooperation and practice, was able to attain a high degree of efficiency.



213th Aero Squadron, Second Army—Enlisted Men.



Early Curtiss Training Plane No.  
30—at North Island, San Diego,  
California.

Even more important than all these innovations, however, was the fact that the Air Corps, as it was known then, was, for the first time, under a unified command, and under an air officer, Major General Frank M. Andrews, later Lieutenant General, whose untimely death over the barren wastes of Iceland brought a major loss to the Army Air Forces. Here was another notable step toward the fullest development of our Army Air arm as an independently-functioning entity complete within itself.

This organization of air power into a highly mobile striking force of great unified power had, as its backbone, the function of Bombardment. The GHQ Air Force was divided into three Wings. The First Wing, with headquarters at March Field, California, comprised two Bombardment Groups, one Attack Group, and two Reconnaissance Squadrons. The Second Wing, with headquarters at Langley Field, Virginia, comprised two Bombardment and two Pursuit Groups, and two Reconnaissance Squadrons. The Third Wing, at Barksdale Field, Louisiana, was composed of one Attack and one Pursuit Group.

But even this organization was to be changed soon by the pressure of ever-increasing expansion of our Army Aviation. On June 23, 1941, the Army Air Forces was established. These included the Headquarters, Army Air Forces; the Air Force Combat Command (which superceded the GHQ Air Force), the Air Corps and all other air units. At the same time an Air Council was created to review and co-ordinate major Army aviation projects. The Air Council included Assistant Secretary of War for Air, Robert A. Lovett (ex officio), General H. H. Arnold, president of the council, Lieutenant General Delos C. Emmons, Lieutenant General George A. Brett, and the Chief of the War Plans Division of the War Department General Staff. In addition to his duties as Deputy Chief of Staff (Air), General Arnold

became Chief of the Army Air Forces. General Emmons was made Chief of the Air Force Combat Command, and General Brett, Chief of the Air Corps.

At the end of May, 1941, the Ferrying Command was organized to speed up the process of getting bombers to our English allies. Originally under the command of Colonel Robert Olds (later a Brigadier General in command of the Second Air Force at Spokane, Washington, now deceased), it is now commanded by Major General Harold L. George, and designated Air Transport Command. Since Pearl Harbor its activities have been vastly expanded into a huge world-wide organization engaged in the transport of all types of aircraft, plus supplies, equipment, and personnel to all the fighting fronts.

By the final reorganization, or "streamlining," which took place last March, the Air Corps ceased to exist, even as a purely administrative organization, and the Combat Command was eliminated, as well. The various combat Air Forces, which are complete units, of themselves, are now directly under the command of overall field commanders such as General MacArthur, another step forward in unified command. It is interesting to note that many of these field commanders, whose commands comprise all arms of the service, are themselves air officers, such as General Brett, in the Caribbean. Each Air Force is, of course, commanded by an Air Force Officer, of general grade, whether within the continental United States or overseas. These combat forces include all units of military aviation such as bombardment, interception (fighter squadrons), observation, and ground-air support, together with the necessary maintenance service.

As a result of the March 9 change, the Air Forces are recognized as one of the three elements of the Army, together with Ground Forces and Supply. This new organi-



zation, designed to simplify and speed up the chain of command, and to provide the flexibility and efficiency of operation necessary to accomplish the enormous task that lies ahead, designates General H. H. Arnold as Commanding General, Army Air Forces, and also as Deputy Chief of Staff for Air on the Army General Staff. By the same reorganization, Lieutenant General Joseph T. McNarney, one of the ablest American air strategists, was made Deputy Chief of Staff. In addition to these two officers, however, the Air Forces have a far greater representation than ever on the General Staff. As a matter of fact, the General Staff, as now constituted, is about one-half composed of officers from the Air Staff. The Air Staff, which is rather like a Staff within a Staff, and which is purely Air Forces organization, is similar in general outline to the General Staff, but on a slightly smaller scale.

The complexity and extension of Army aviation from its simple Signal Corps days until the present is no better illustrated than by a brief review of the various branches of the Air Forces. The overall picture of the Army Air Forces organization may be summed up under three key words: Policy, Commands, and Forces. The Policy function has already been discussed at the start of this article. It is handled by the Commanding General of the Army Air Forces and the Air Staff, plus the Air Forces' participation in the Army General Staff. In addition to the Assistant Chiefs of the Air Staff there is an Air Inspector, Air Surgeon, etc. Operating directly under the Commanding General of the Army Air Forces, eight great commands compose the

last stages of Air Forces preparation for combat units. It may be of great interest to outline the functions of these various Commands.

1. The TRAINING COMMAND.
  2. The TROOP TRANSPORT COMMAND.
  3. The AIR TRANSPORT COMMAND.
  4. The MATERIEL COMMAND.
  5. The AIR SERVICE COMMAND.
  6. The PROVING GROUND COMMAND.
  7. The ANTI-SUBMARINE COMMAND.
  8. The FLIGHT CONTROL COMMAND.
1. The TRAINING COMMAND. While the Headquarters of the Air Corps Training Center began to function at Duncan Field, San Antonio, Texas, in 1936, flying training in the Army has been continuous almost since the purchase of the first Wright airplane in 1909. The first Army flying school was established at College Park, Maryland, in October, 1909. Lieutenant Frank P. Lahm and Frederick E. Humphreys were the first students of the Wright brothers. Lieutenant Lahm later became a Brigadier General and commanded the Training Center from its inception in September, 1926, until August 31, 1930. Among the first five Army aviators was Lieutenant H. H. Arnold, now a four-star General. Among them also was Lieutenant Benjamin D. Foulois, now Major General, retired. General Foulois became a Brigadier General at the age of 38 as Chief of the Air Service of the First Army, American Expeditionary Force. He became a Major General and Chief of the Air Corps on December 20, 1931.

The function of the Training Command is, of course, to coordinate and direct the immense job of providing officers and men for the vastly expanding Air Forces. In order to accomplish this with the greatest efficiency and to eliminate the possibility of administrative bottlenecks, General Arnold set up the Training Command as it now exists, under the command of Lieutenant General Barton K. Yount, with Headquarters at Fort Worth, Texas. The original plan called for separate air crew and ground crew training under two commands but, in order to integrate and streamline functions of training activities, the Flying Training and Technical Commands were consolidated under one command, calling for maximum efficiency with a minimum of staff personnel.

The nationwide program of the Command has been divided geographically into six subordinate commands—three Flying Training and three Technical Training. The Flying Training Commands are known as the Army Air Forces "Western Flying Training Command," "Central Flying Training Command," and "Eastern Flying Training Command." The Technical Training Commands are known as the Army Air Forces "Western Technical Training Command," "Central Technical Training Command," and "Eastern Technical Training Command."

All of these regional training areas are complete within themselves. Each Flying Training Command has its own College Training Detachments, Classification Centers, Primary, Basic and Advance Schools (for pilot trainees), Navigator and Bombardier Schools. The Flying Training Commands also provide for instruction in fixed and flexible gunnery and, as one of the later innovations, Glider Pilot training. Most of the flying schools are located in the



Captain C. Def. Chandler and Lieutenant Roy T. Kirkland in Wright B airplane with the first machine gun (Lewis) ever fired from a plane—1912.



Lieutenant H. H. Arnold in Wright B plane—1911.



Officers and Planes—N 13 Pursuit Squadron, Third Pursuit Group.

southern section of the regional areas where weather conditions are best for this particular type of training.

The Technical Training Commands are an outgrowth of efforts made during the early days of the first World War to train Army aviation mechanics systematically. State universities and civil technical schools were used then, but the system was a failure due to the large costs involved, as well as other reasons. Therefore, the Aviation Section, Signal Corps, established schools at St. Paul, Minn., and at Kelly Field, Texas. The Kelly Field school was discontinued after the armistice. In 1921 the school was moved to Chanute Field, Illinois, and in 1922 the Photographic School, at Langley Field, and the Communications School, at Ft. Sill, were consolidated with it. The school outgrew its area, and in 1935 another site was sought for a second school, which was established at Lowry Field, near Denver, Colorado.

The present expansion program of Army Aviation has necessitated the further expansion of the mechanic training program in order to provide the ever-increasing Air Forces with an adequate supply of trained mechanics, particularly in view of the fact that engines and equipment are constantly becoming more complex as well as progressively more modern. The Technical Training Command provides technical training for Army Air Forces personnel not trained by the Flying Training Command. Under this category comes not only ground crew personnel, such as mechanics

but also such air crew members, as the aerial engineer and communications officer.

2. The TROOP TRANSPORT COMMAND transports airborne troops and equipment, parachute troops and equipment, and tows troop- and cargo-carrying gliders.

3. The AIR TRANSPORT COMMAND, as discussed previously, is concerned with air transport, for military use all over the world.

4. The MATERIEL COMMAND. Experimental aviation activities, which were carried on at Washington by a few technicians prior to the World War, were concentrated at Dayton, Ohio, on November 5, 1917, under the command of Colonel V. E. Clark, Signal Corps. The laboratories, located at McCook Field, were supplemented by offices in Dayton. In 1926 the Air Service became the Air Corps and the functions of supply, procurement and maintenance of aircraft were added to this division, and the name changed to "Materiel Division." The location of the division was changed from McCook Field to Wright Field in 1926.

The Materiel Division has figured directly or indirectly in nearly all important aircraft developments, commercial as well as military. It is the great experimental and testing branch of the Air Force and includes, among its many accomplishments, superchargers, the "Whirlwind" engine, use of ethylene glycol for high temperature cooling, high octane gasoline, vibration control, metal propellers, night and instrument flying, haze penetrating film for aerial





photography, night and color photography, and many other developments.

5. The AIR SERVICE COMMAND operates air depots, repairs aircraft, and distributes aircraft, equipment, and supplies to air units in the United States.

6. The PROVING GROUND COMMAND operates proving grounds to test aircraft and equipment.

7. The ANTI-SUBMARINE COMMAND.

8. The FLIGHT CONTROL COMMAND.

### AIR COMBAT

The various combat units have been formed into fourteen Air Forces, of which the first four are in the United States, the other ten overseas. Each of these Air Forces includes: 1. A BOMBER COMMAND. 2. A FIGHTER COMMAND. 3. A BASE SERVICE COMMAND, and 4. An AIR SUPPORT COMMAND.

It is quite probable that it is entirely too soon to attempt to define the role of the airplane in relation to the other combat forces of a nation. In spite of that fact there has been raging, and indeed still goes on, a debate between those who feel that air power has to a large extent superceded sea power and even land power as the deciding element in modern warfare, and those who feel that this extreme theory has yet to be supported by actual facts. There are extremists who argue, like the Russian designer Seversky and the Italian General Douhet, that the day of the surface fleet is over, and that the future wars will be decided by the relative merits of the air forces of the combatants. On the other hand, we have the sure evidence of the failure of bombing alone either to permanently disrupt the war effort of a country or to terrorize its civilians into demands that its government surrender. In neither the Spanish Civil War nor in this war, up until the present, has it been possible for the advocates of air power alone to prove their contentions.

At the same time it must be granted that no nation has as yet been able to mount the type of air attack envisioned



ARMY PLANES 30 YEARS AGO

Shown above is a Morane Roulier, the first plane used by American aviators in World War I (1918). Below is a Wright airplane, the first plane in Philippine Islands at Fort McKinley (1912)—piloted by Lieutenant Frank P. Lahm.



AMERICAN PLANE—WORLD WAR I



by those who hold that it will be air power that will decide the war. It seems likely, however, that this theory will be given a thorough test before the war is done.

Certainly it is true that the conception of the airplane has already undergone a remarkable series of changes since the beginning of the World War, when it was regarded not in the light of a combat weapon at all. Indeed the first airplanes used in the World War were almost always of one type, a two-seater designed for reconnaissance work. As the war progressed specialization appeared and a class of airplanes designed first for air fighting, then for bombing, appeared. Several nations, prior to the war, had experimented with the arming of aircraft with machine guns, but on the outbreak of the war no plane on the front was so armed. Rifles, carbines, pistols, and hand grenades were carried by the pilot and observer. The tactics of air fighting were rudimentary. The pilots simply flew close to the enemy and when within range the pilot and the observer blazed away with any weapon they happened to have handy.

In the summer of 1915, belligerents began to mount machine guns in the planes, usually on a swivel bar at the back of the observer's seat. The observer could only fire the gun backwards toward the tail of the plane, firing over the pilot's head, which made for a very restricted zone of fire. This necessitated that in order to fire on an opponent, the plane had to fly away from the enemy, thus making it very difficult to be effective. The British experimented with a type of plane in which the gun was mounted in the front and the motors faced the rear. This type gave the advantage of frontal firing, but was so slow on climbing and flight that it was abandoned within a short time.

The first real fighting aircraft to make its appearance was the German Fokker monoplane. Fast, maneuverable, and of the tractor type, the plane had a machine gun mounted in such a fashion as to synchronize with the revolutions

of the propeller, thus allowing it to be fired straight ahead. The pilot aimed the gun by aiming the airplane. This plane was so obviously superior to those of the Allies that command of the air passed to the Germans throughout the rest of the year. In 1916, however, the British were able to challenge the Germans by producing their own type of front-firing plane, although it was not until near the end of 1916 that the Allies were able to produce machine gun mounted planes of the Fokker type. The success of the Fokker airplane was responsible for the advent of formation flying. Casualties among the French and British had grown so heavily that individual flights were discontinued and flights of three or more planes took their place. The Germans retaliated, and by the end of the war patrols were the accepted form of air tactics.

It early became apparent to air-minded officers that great damage could be inflicted upon the enemy by dropping bombs from aircraft on his troops, ammunition dumps, factories and other military installations. Indeed, many of the early fighters attempted some rudimentary bombing flights, using hand grenades. These were usually ineffective except in rare instances. Bombs were then devised which could be dropped from the plane. In early bombing raids the bombs were carried in the cockpit of ordinary fighter planes and heaved over the side by the observer whenever he judged himself to be in a position to hit his target. This was a clumsy, inaccurate system, however, that soon led to the design of an entirely different craft made for bombing alone, and equipped with machine guns for protection. These planes, which were growing larger and larger as the war progressed, were equipped with bomb racks controlled by mechanisms within the bomber, and carried crews of from three to six men. They were utilized at first as lone raiders, depending on stealth and surprise to accomplish their tasks, but by 1917 there had evolved



99TH AERO SQUADRON OFFICERS IN FRONT OF PLANES



SALINSEN PLANE, 91ST SQUADRON





96th Aero Squadron officers (Lieutenant Samuel Lunt, fourth from right).



Wright machine; with P. Parmalee and Lieutenant M. S. Crissy with first explosive aerial bomb.

the system of formation attacks by squadrons of bombers escorted by fighter planes as a protective screen. The Germans used this system first to great advantage, and by concentrating very large flights were able not only to concentrate the power of the bombing assault, but have enough fighters to sweep the skies of the opposition.

In addition to the duties of Reconnaissance, the original role of the airplane, had been added the duty of patrol, strafing and bombing, with the Bombardment arm always tending to become more and more important. After the war the Air Services of all countries began to experiment more and more with the development of bombing planes of increased power and destructive ability. It was realized that

it was increasingly possible for planes to inflict very heavy damage on the enemy from the air. The development of bombsights by all the major powers was to a large degree responsible for this. The American bombsight was recognized as being probably the most accurate of any developed in this period. Accuracy in hitting a predetermined target was coupled with increased altitude which made the planes more safe from enemy fighters and antiaircraft attack. Increased speed and range of the planes has developed down until the present time, when every belligerent possesses bombers capable of flying immense distances with heavy bomb loads.

The United States was among the first to develop the art of dive bombing, wherein the plane is pointed downward at the target and releases its bomb very low, depending upon the tremendous speed of the dive for protection. The dive bomber is very accurate inasmuch as the pilot has the target before him on the way down and does not release his bombs until just above it. It remained for the Germans to develop this to the highest, and it was employed with great success in the battle of France. Many military experts say that the Stuka dive bomber is the greatest single contribution of the war to air combat. The Germans also experimented with and developed the use of air-borne soldiers, utilizing the parachute, originally a safety device, as an instrument for the dropping of offensive men behind the enemy lines. The Russians also have used this extensively, and paratroops are now a part of every belligerent Army.

Troop transports capable of carrying many men, supplies and equipment have also been developed, and in the battle of Crete the Germans used air-borne troops to carry the brunt of the battle.

The Japanese and the British have both added chapters to the development of air combat by the use of the torpedo-carrying planes as an effective weapon with which to attack enemy warcraft which are not heavily protected by fighter planes. The English at Taranto and the Japanese at Pearl Harbor and off Malaya demonstrated that unprotected warships can be sunk with relative ease by planes of this type unless they are in turn protected by fighter planes based either on land or on accompanying aircraft carriers.

The day of the spectacular individual air "ace" has apparently closed, as pilots are taught more and more to fly and to fight in absolute formation. Formations are increasing in size as the strength of the warring nations in the air continues to grow.

There has been a growing belief on the part of military men that the day of air power in combat is only begun, and that this war will produce innovations and changes equally as great as those produced in the World War. It is certain that each day, all over America, more and more fighters, bombardiers, navigators, observers, gunners, me-

chanics and technicians are being trained for whatever role shall be assigned them in America's growing air armada.

### CHIEFS OF THE AIR CORPS (Now Army Air Forces)

During the World War, Army Aviation was divided into the Bureau of Military Aeronautics, directed by Major General William L. Kenly, and the Bureau of Aircraft Production, directed by Mr. John D. Ryan, the copper magnate. With the advent of peace, these bureaus were consolidated under one title—Air Service—under the command of Major General Charles T. Menoher, who had commanded the 42nd (Rainbow) Division overseas.

On October 4, 1921, General Menoher was succeeded by Major General Mason M. Patrick. He remained in command until his retirement on December 13, 1927, and was succeeded by Major General James E. Fechet, who served until his retirement in 1931.

Major General Benjamin D. Foulois served for four years until December, 1935, when he was succeeded by Major General Oscar Westover, who served until his death in a flying accident in 1938. At that time Major General (now General) H. H. Arnold took over, and to him has fallen the immense task of directing the Air Forces through the present period of war.





LEWIS H. BRERETON  
Lieutenant General



GEORGE H. BRETT  
Lieutenant General



JAMES A. DOOLITTLE  
Lieutenant General



IRA C. EAKER  
Lieutenant General



DELOS C. EMMONS  
Lieutenant General

# Leaders ARMY AIR FORCES



BARTON K. YOUNT  
Lieutenant General



FOLLETT BRADLEY  
Major General



RALPH P. COUSINS  
Major General



JOHN F. CURRY  
Major General



MUIR S. FAIRCHILD  
Major General



JACOB E. FICKEL  
Major General



WALTER H. FRANK  
Major General



WESTSIDE T. LARSON  
Major General



RUSH B. LINCOLN  
Major General



FREDERICK L. MARTIN  
Major General



HENRY C. PRATT  
Major General



ELWOOD R. QUESADA  
Major General



BARNEY MCK. GILES  
Lieutenant General



MILLARD F. HARMON  
Lieutenant General



GEORGE C. KENNEY  
Lieutenant General



JOSEPH T. McNARNEY  
Lieutenant General



CARL SPAATZ  
Lieutenant General



GERALD C. BRANT  
Major General



JOHN B. BROOKS  
Major General



WILLIAM O. BUTLER  
Major General



JAMES E. CHANEY  
Major General



CLAIRE L. CHENNAULT  
Major General



HAROLD L. GEORGE  
Major General



WILLIS H. HALE  
Major General



THOMAS J. HANLEY, JR.  
Major General



HUBERT R. HARMON  
Major General



DAVENPORT JOHNSON  
Major General



RALPH ROYCE  
Major General



GEORGE E. STRATEMEYER  
Major General



ST. CLAIR STREETT  
Major General



NATHAN F. TWINNING  
Major General



ENNIS C. WHITEHEAD  
Major General



# ARMY AIR FORCES ACCOMPLISHMENTS

PRE-PEARL HARBOR

From the end of World War I to the start of World War II, the Air Forces have pioneered in numerous aviation activities. A few of these flights and activities, chronologically arranged, are as follows:

1920—February 27. Major Rudolph W. Schroeder established a world's altitude record of 33,000 feet.

1921—February 12. The Army Air Service successfully completed a Washington, D. C., to Dayton, Ohio, flight.

1921—September 1. The Army Air Service successfully completed a total of 396 forestry patrol flights in the Northwest.

1922—October 6. Lieutenants Oakley G. Kelly and John A. Macready established a world's endurance record of 35 hours, 18 1/4 minutes.

1922—October 18. Brigadier General William Mitchell established a world's record for speed over a measured 3-kilometer course of 224.38 m.p.h.

1922—November 4. Lieutenants Kelly and Macready established a world's record for distance with a flight of 2,060 miles, from San Diego, California, to Fort Benjamin Harrison, Indiana.

1923—April 3. Six Army land planes completed a flight to Porto Rico and return.

1923—April 19. Marooned inhabitants of South Fox Island, off the coast of Michigan, were afforded relief through the dropping from Army planes of food and clothing.

1924—March 17. Four Army Douglas World Cruisers departed on an aerial journey around the world. Two of the planes successfully completed the flight of 27,550 miles in 175 days.

1925—November 20. Lieutenant George W. Goddard, Air Corps, made the first successful night aerial photograph.

1926—April 19. The first maneuvers involving the entire Air Service were held at Fairfield, Ohio, in which a total of 45 officers and 67 enlisted men participated, utilizing 44 airplanes.

1927—May 2. The "Good Will" flight returned from South America, after covering a distance exceeding 20,000 miles since December 21, 1926.

1927—May 4. Captain Hawthorne C. Gray, Air Corps, in a free balloon, reached 42,470 feet, the highest altitude ever attained by man up to that time.

1927—June 29. Lieutenants Lester J. Maitland and Albert F. Hegenberger, Air Corps, landed at Honolulu, Hawaii, after having spanned 2,400 miles over the Pacific Ocean from Oakland, California.

1928—June 30. Captain William E. Kepner and Lieutenant William O. Eareckson, aide, representing the Air Corps in the International Free Balloon Race, won first honors, giving the United States permanent possession of the Gordon Bennett Trophy, since it marked the third consecutive time American aeronauts won this trophy.

1929—August 31. Captain Albert W. Stevens, Air Corps, photographed Mt. Rainier from an airplane which was at a distance of 227 miles from this mountain, exceeding by 50 miles any previous record in long-distance aerial photography.

1929—September 24. Lieutenant James H. Doolittle, Air Corps, in a public demonstration of "instrument flying," Air Corps, in a take-off and a landing solely through use of instruments, for which he received the International League of Aviators Trophy.

1930—June 20-21. Randolph, San Antonio, Texas, Headquarters of the Air Corps Training Center, was dedicated.

1931—May 18-30. The annual Air Corps Field Exercises began at Dayton, Ohio, and ended at Washington, D. C. The Atlantic seaboard from Maine to Virginia was covered. The First Air Division participated, comprising 692 officers, 69 flying cadets and 643 enlisted men. A total of 667 airplanes of all types was utilized in these exercises.

1932—May 9. Captain Albert F. Hegenberger accomplished the first solo flight entirely by instruments.

1933—Master Sergeant Ralph W. Bottrell, of Kelly Field, Texas, was presented the Distinguished Flying Cross for having made the first jump from an Army airplane with the free type parachute, in May, 1919. It was as a result of Sergeant Bottrell's pioneering that the Air Corps developed the present type of parachute.

1934—December 27. The Secretary of War approved the GHQ Air Force organization, and Lieutenant Colonel Frank M. Andrews, designated as its first Commander, was appointed a Major General.

1935—March 1. The GHQ Air Force was officially organized.

1935—August 29. Air Corps engineers made the first flight using the radio compass to control the automatic pilot and thus providing automatic radio navigation.

1935—November 27. Captains Albert W. Stevens and Orvil A. Anderson, Air Corps, reached 72,395 feet in the stratosphere balloon.

1935—December 27. Army bombers scored direct hits on the lava flow from the Mauna Loa volcano in Hawaii which was menacing the city of Hilo. The bombing tended to divert the lava flow to other channels.

1936—March. The Second Bombardment Group of Langley Field, Virginia, dropped 8,000 pounds of food and medical supplies to communities in Pennsylvania isolated by flood waters. A total of 45 officers and 100 enlisted men participated in these relief missions, utilizing 30 airplanes.

1936—February 10. Major Barney M. Giles, Air Corps; Second Lieutenant J. H. Patrick, Air Reserve; Staff Sergeant D. E. Hamilton and Corporal Frank B. Connor, Air Corps, took off from Concord and New Hampshire, about midnight and located seven CCC youths marooned on drifting ice in Cape Cod Bay. Major Giles circled over the party to show their position to Coast Guard personnel and other planes, which dropped food and blankets. Each of the four airmen received the Distinguished Flying Cross.

1936—June 29. Major General Frank M. Andrews, made a non-stop distance record for amphibian planes by piloting the Douglas OA-5, 1,425 miles from Porto Rico to Langley Field, Virginia, in 11 hours and 9 minutes.

1937—August 5. The Air Corps substratosphere plane, the Lockheed XC-35, made its initial performance flights at Wright Field, Ohio. Being equipped with a supercharged cabin, oxygen equipment was unnecessary.

1937—August 23. Captains Carl J. Crane and George V. Holloman, Air Corps, and Mr. Raymond K. Stout, Project Engineer, all of Wright Field, made two entirely automatic landings under adverse wind conditions.

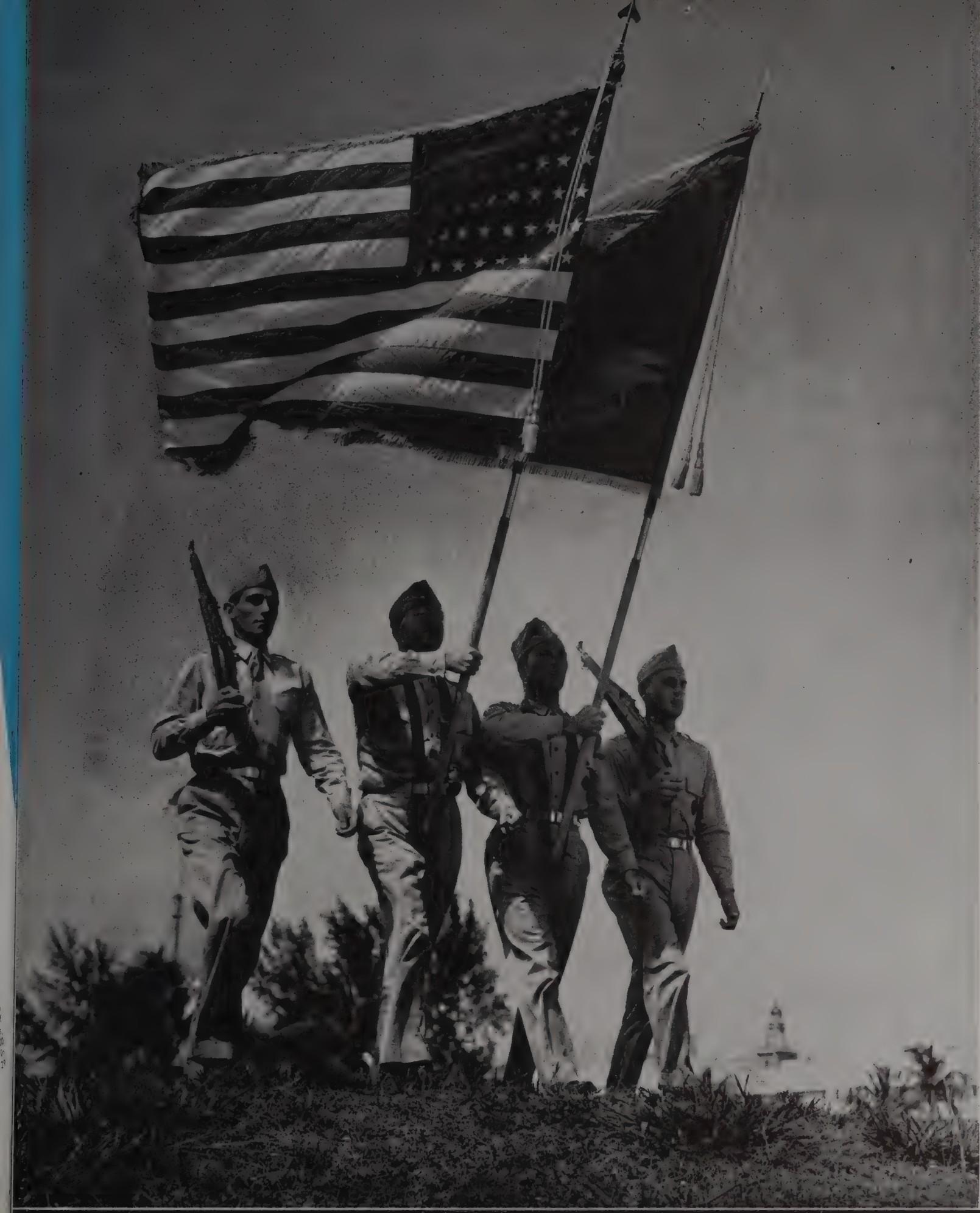
1938—April 20. Four officers and five enlisted men began instruction at Patterson Field, Fairfield, made two entirely automatic landings under adverse wind conditions.

1938—February 15-27. Six B-17 bombers flew from Langley Field, Virginia, to Buenos Aires, Argentina, and return. The trip south involved landings at Miami, Florida, Lima, Peru, and Buenos Aires. Returning, landings at Santiago, Chile, and Lima, and Albrook Field, Panama Canal Zone.

1938—April 14. During a period of four days, all food, grain and supplies necessary for a Cavalry detachment of 30 men and 30 horses were dropped from an airplane in the mountains of the Big Bend District in Texas.

1939—February 4-6. Major C. V. Haynes, Air Corps, with a crew of 10 officers and men, flew the XB-15 bombardment plane from Langley Field, Virginia, to Santiago, Chile, with a load of vaccines and other medical supplies, totaling over 3,000 pounds, needed for earthquake sufferers. The distance of about 5,000 miles between Langley Field and Santiago was accomplished in 49 hours, 18 minutes elapsed time, and in a flying time of 29 hours and 53 minutes.

ARMY AIR FORCES TECHNICAL TRAINING COMMAND • MIAMI BEACH, FLORIDA



# OFFICER CANDIDATE SCHOOL



**BARTON K. YOUNT**  
*Lieutenant General*

Commanding General, Army Air Forces Training Command



**LAWRENCE A. LAWSON**

**BRIGADIER GENERAL**

**Commanding General, Army Air Forces Training Center No. 1**

HEADQUARTERS  
ARMY AIR FORCES TRAINING CENTER No. 1  
OFFICE OF THE COMMANDING GENERAL  
MIAMI BEACH, FLORIDA

The Army Air Forces welcomes you into its commissioned ranks. These ranks are formed of resolute men from all walks of life, men who a short time ago interrupted their schooling or hurriedly left civilian pursuits when the integrity of this nation was challenged. They, too, entered highly specialized Air Forces schools and won their bars after months of grilling training.

Many have subsequently met the test of leadership while for others the test still lies ahead. You too have earned your bars in a course designed to measure the stature of men capable of assuming the added responsibilities of commissioned rank. Keep uppermost in mind your continual need of preparation for the test ahead of you.

Good luck !



L. A. LAWSON  
Brigadier General, U.S.A.  
Commanding



DONALD G. STORCK  
Lieutenant Colonel  
Commanding Officer  
Officer Candidate School

HEADQUARTERS  
OFFICER CANDIDATE SCHOOL  
ARMY AIR FORCES TECHNICAL TRAINING COMMAND  
Miami Beach, Florida

To All Officers and Officer Candidates, Officer Candidate School, Miami Beach, Florida:

Here in the Officer Candidate School you have received a basic military and academic training. It has been for you a rigid and difficult course. In your stay here you have shown the traits of character, the leadership, the initiative, and the stamina necessary in an officer. Carry with you to your new assignment these qualities and the tradition of success of those who graduated before you.

My congratulations to you on your appointment as officers and my wishes for continued success on your future journey.

*Donald G. Storck*

Lieutenant Colonel, Air Corps  
Commanding  
Officer Candidate School



## WELCOME "M R.!"

Newly-arrived officer candidates meet OCS discipline.  
Upper classmen "brief" the new arrivals on how to make  
their report.

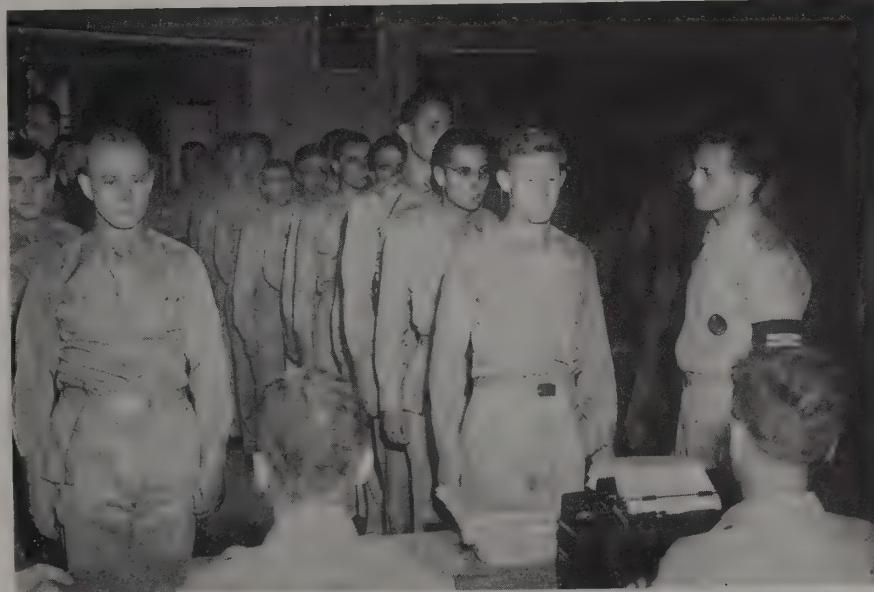


An instructor in charge interviews new candidates who have been assigned to his squadron. Upper classmen keep the "plebe" at strict attention.

An exaggerated position of attention is taught the embryo officers.  
Posture is thereby improved quickly.



GET YOUR CHIN BACK! The idea is to keep the chin back and get the chest out . . . and keep 'em there.



SIR! Officer candidate . . . reports as ordered.



Taking a cue from Earl Carroll, these candidates pause a moment to reflect on the thought conveyed by the sign.



INSTRUCTION AT THE FIELD SERVICE



All in and all out, end of line.



Ten-minute break.

THERE'S A LONG, LONG TRAIL . . .



# M A N E U V E R S



Officer candidates are taught to cope with difficult problems that may arise from the topographic characteristics of any terrain upon which they may be called to fight . . . and to use, to the fullest advantage, any benefits afforded therefrom. Conditions existing on various terrains of the far-flung battlefronts are simulated as closely as possible on practice fields of our Army camps. Knowledge of field conditions is a "must" for any officer. Extensive maneuvers teach officer candidates what to do, when to do it and how it must be done. Simulated warfare creates problems that must be solved on the spot, providing the officer candidate an excellent chance to use his ingenuity. The photos here show a few scenes along the line of march and in camp under actual circumstances of war.



Field kitchen.



A bad scrape.



Cleaning the kit.



First-aid for blisters.



Entertainment.



Camouflage.



REPORTING FOR DUTY

ADJUTANT AND PERSONNEL SPECIALISTS RECEIVING PRACTICAL TRAINING





Students.



## IT'S BACK TO SCHOOL



This business of learning to be an Air Corps Officer is a serious matter. The only respite in the program may be a week-end occasionally. In the meantime hours of classroom work, calisthenics and drill keep the candidates at the Officer Candidate School busy from morn till night as days go slowly into weeks of hard work.

Closeup of map study.



Classroom scenes.

The Honor Council at work.





The chapels and chaplains are important in maintaining morale, but they can't beat "Mail Call." The letters from home . . . from Mom and Pop and Sis . . . are the highlights of the day; not to forget the package of cookies, the occasional check and the letters from that certain little somebody with plenty of 0000 and xxxx included.



Guidon Squadron 7 showing ribbon won for efficiency and best parade.



Students in the hotel lobby.

Arrivals at the OCS are immediately plunged into a period of orientation similar in many respects to that faced by the freshman in American colleges. Discipline is essential from the very beginning.



Foreign service men.



Outdoor church services are being held in a beautiful setting.



# TEN-SHUN!

S

Right: Inspection of arms. Below:  
Troops in formation before the  
hotel, the palm-studded streets of  
Miami forming a colorful setting.



Parade through the streets.





The colors go by! No matter how many times you have experienced this there will always be a tingling sensation in your blood and perhaps a slight lumpy feeling in your throat. It will be new glory for Old Glory in the hearts and minds of men.

Drill.

Review.





Floating.



Artificial respiration . . . part of course in water safety.



Jumping off the ten-foot board.

Instruction in back stroke.

# In THE SWIM

Facilities for water training at Miami Beach are unexcelled. Students soon learn to master the nautical arts under the direction of instructors who are truly "men of the first waters."

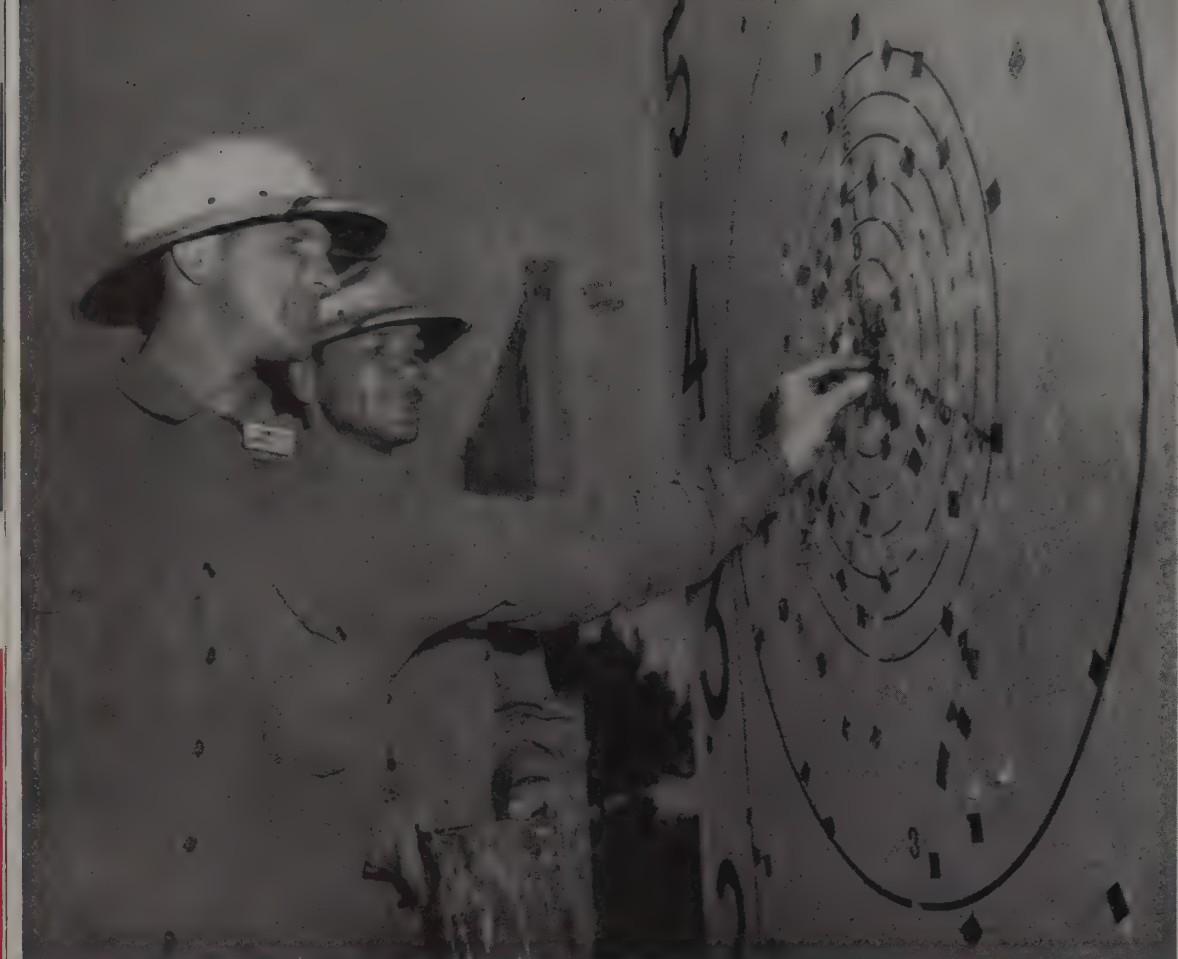


The pictures to the right show a class learning to inflate their shirts and float with clothes on, doing the human stroke.

Back stroke practice.







The soldier restrains a smile as he records a bull's eye on the pistol range.



Steady and deliberate aim.

# PHYSICAL FUNDAMENTALS

PHYSICAL TRAINING



The physical training program of the officer candidate school, carefully planned and administered by the best physical training experts in the world, is designed to build good strong bodies and alert minds, capable of perfect timing and coordination of the muscles. Scientifically balanced diets and good eating habits build up a reserve of strength, while the various athletic activities sharpen the mental and physical faculties and wear off excessive fat. The result is a perfect specimen of manhood.





ABOVE: HUNGRY SOLDIERS FORM AN ORDERLY MESS LINE. BELOW: MASS CALISTHENICS



PLEASE DO N

# GRADUATION

Graduation day at long last . . . a day climaxing a period of hard work and study. Trials, disappointments and uncertainties are in the past. A diploma, a commission and bars for the shoulder are the rewards and yet only the beginning of a larger task. Graduates leave the OCS with smiles on their lips and victory signs on their fingers.



Wing Commander receives military award.



Graduation exercises.

## THE LONG-AWAITED CEREMONY





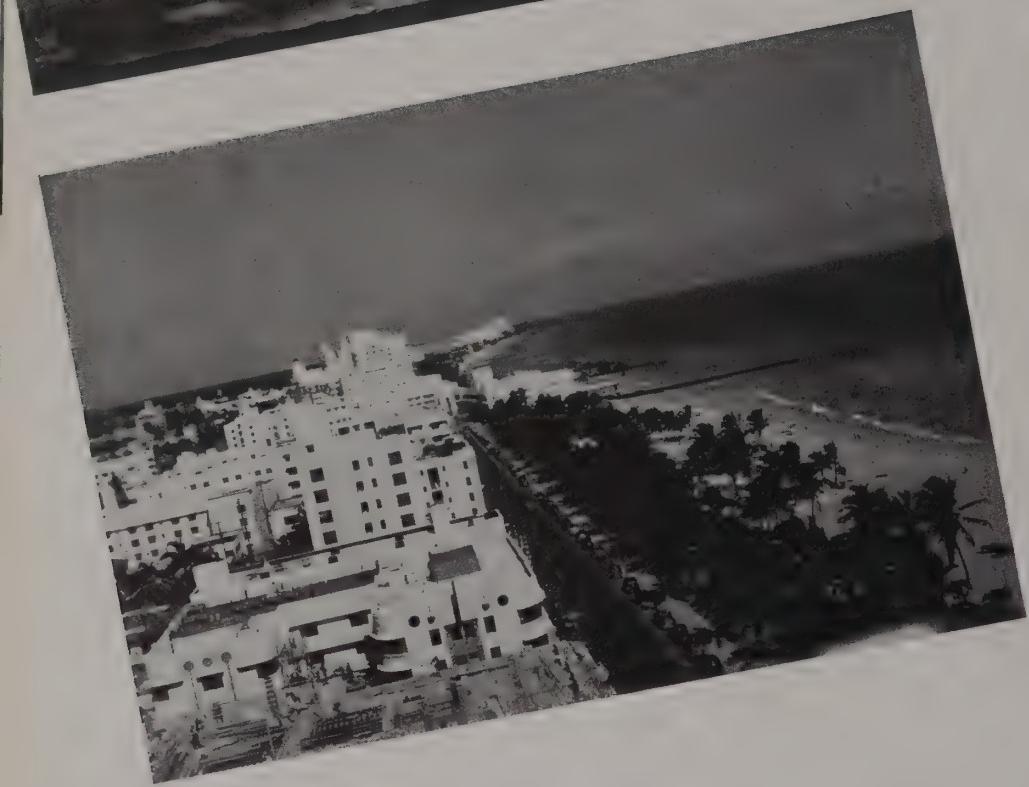
TAKING THE OATH OF OFFICE



A new Lieutenant receives his bar.



Packing to go.



M I A M I

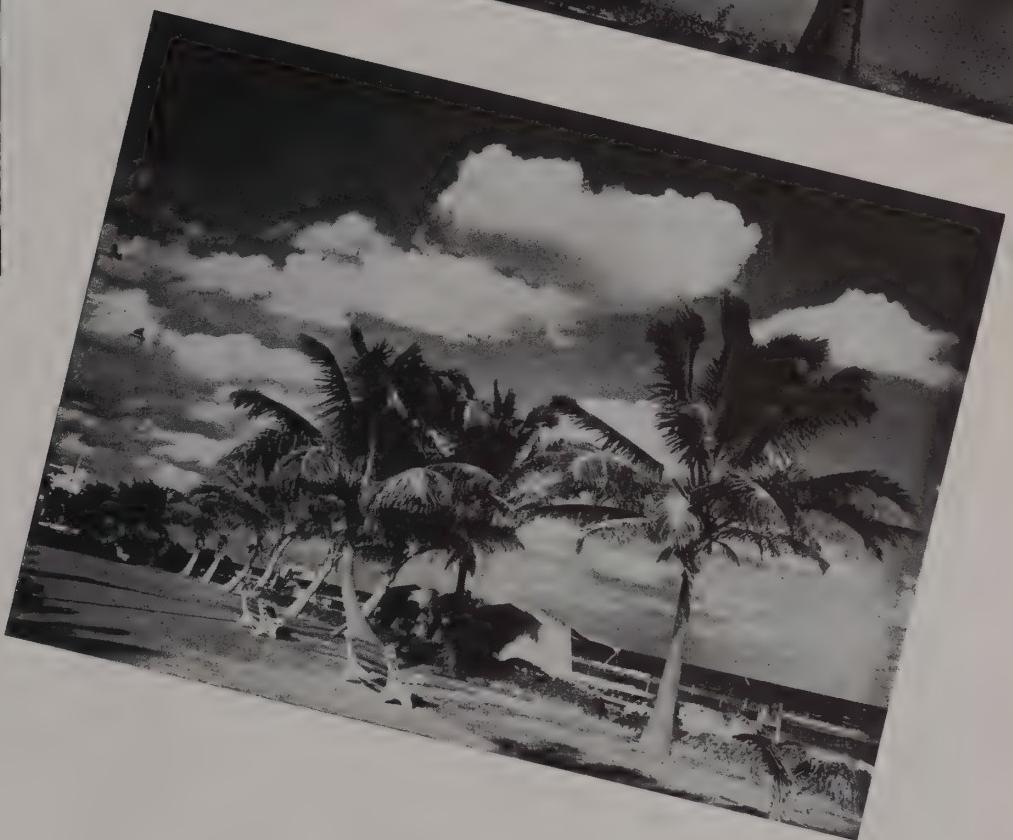
*Training Ground  
Candidate*





# B E A C H

*of the Officer  
School*



# HISTORY OF THE OFFICER CANDIDATE SCHOOL



The Army Air Forces' Officer Candidate School is an outstanding tribute to the speed and efficiency of the Army. On February 16, 1942, an order activating the school was given to Colonel James S. Stowell, then in Washington, D. C., and on February 23 this school was opened with a full schedule composed of academic classes and physical training courses, coupled with a rigorous 24-hour-per-day military training program.

The purpose of the OCS is to furnish the Air Forces with officers who are qualified to take over the administrative duties, thereby relieving flying officers for combat duty. Toward this end the Academic Training Department has reduced a difficult and detailed course to a systematized general instruction program. Training manuals initiated by this department are now in use throughout the Army. The physical training department likewise has maintained a schedule of a "muscle-a-day" to the point where graduating

officer candidates are at the peak of physical condition. The military department completes the three phase program with the training of future officers in the essential element of an efficient army—discipline.

Thus in three short months the officer candidate goes through one of the most diversified and rigorous training periods ever known in the Army.

Officer Candidates who leave this school will long remember the first four squadrons and the continued growth of the Corps to the present time when a single group, massed for parade, exceeds the size of the entire school at its inception. They will never forget the long, arduous first days as an underclassman, the first days as upperclassmen, the singing in ranks, the first Open Post, Chapel under the Palms, the thrill of trying on the newly purchased Officer's Blouse and Cap, and finally graduation.



# STAFF OFFICERS



WESLEY C. DEVER  
Major  
Director of Training and S-3



LIONEL E. OLIVIER  
Major  
Executive Officer



JOHN D. MOXLEY  
Major  
Adjutant and S-1



WILLIAM R. WILKINSON  
First Lieutenant  
Personnel Officer

# SPECIAL STAFF OFFICERS



GEORGE FEILD  
Major  
Air Inspector



GEORGE A. SWEENEY  
Second Lieutenant  
Judge Advocate



WALTER G. DONNELLY  
Captain  
Staff Surgeon



WALLACE G. FISKE  
Captain  
Chaplain



BENEDICT H. SAMPSON  
Captain  
Secretary

# HONOR COUNCIL

Don Ashby

Austin B. Castellano

John W. Cogger

Robert L. Craig

Charles E. Dearman



Robert A. Dreyer

George T. Fawcett

Edward B. Ferguson, Jr.

Leigh Gerdine

Robert L. Gillette

Stanley Gordon

Bradley T. Johnson



Lawrence B. Lindemer

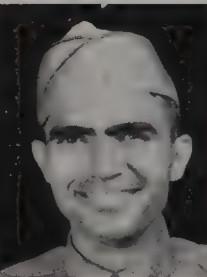
James N. McDonough

Cecil H. Murphree

Jack C. Nichols

Alfred F. Nordstrom

Elmer E. O'Berry



Kenneth R. Pringle

Bernard E. Rutledge

Ralph W. Santoro

William A. Short

John A. Willoughby

William D. Willoughby

Ernest E. Zorn



CHARLIE A. FRANKENHOFF  
O/C Colonel  
Wing Commander

## OFFICER CANDIDATE OFFICERS



KENNETH H. BUTLER  
O/C Lieutenant Colonel  
Commanding Section L



DAVID D. KUEHN  
O/C Lieutenant Colonel  
Commanding Section M



MORRIS H. BUCKINGHAM  
O/C Lieutenant Colonel  
Wing Adjutant



LEE A. GRIDLEY  
O/C Major  
Adjutant, Section L



GEORGE T. PINSON  
O/C Major  
Adjutant, Section M



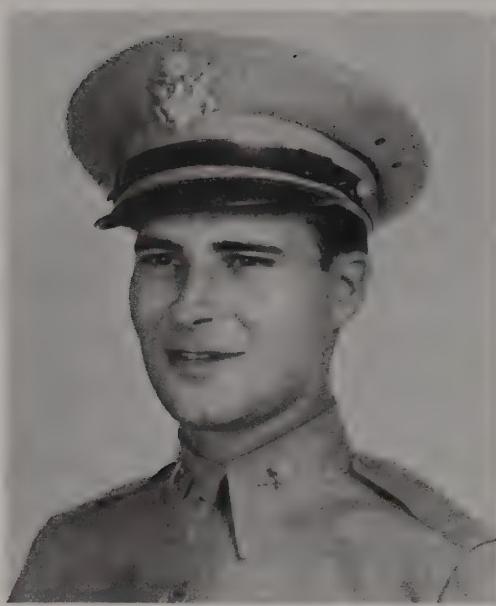
CLARK E. DAVISON  
O/C Major  
Supply Officer, Section L



RAYMOND G. LEUNING  
Major  
Supply Officer, Section M



# B A N D



JOE H. MADDING  
First Lieutenant  
Commanding Officer  
517th and 518th Army Bands



CHARLES J. SPURR  
Warrant Officer (I.G.)  
Band Leader

Members of the combined 517th and 518th Army Bands are shown below in parade formation on the field. The band ranks high as a morale builder at the Officer Candidate School.





OFFICER CANDIDATE SCHOOL  
*Class 44-G*  
MIAMI BEACH, FLORIDA



# DRILL

Right: Lieutenant Mitchell instructing in close-order drill.



Right: Training squadron receives instruction in manual of arms.



Right: A squadron is put through close-order drill.



Left: Close-up of man showing "port arm."



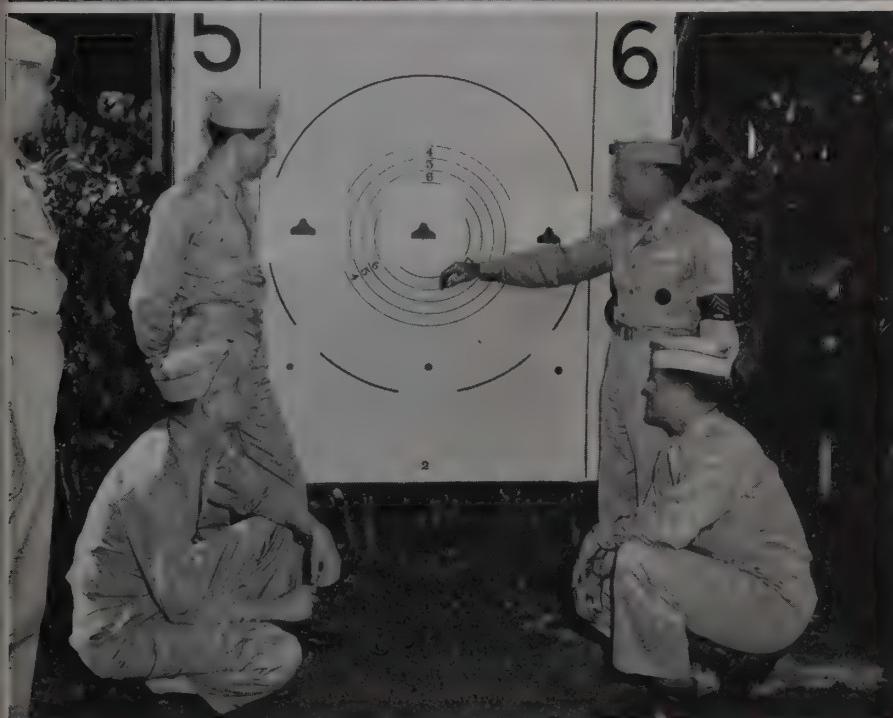
# FIRING



Left: Open-air classes are held for instruction in marksmanship.



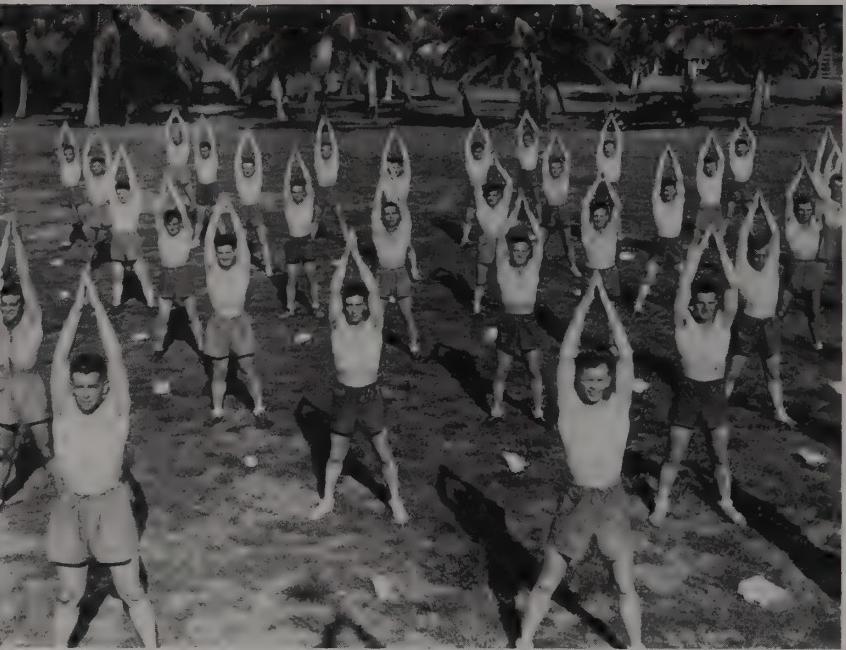
Left: Candidates are instructed on the correct manner in which to sight a gun.



Left: Results are carefully measured and compared on the targets.

Right: Firing practice is popular with candidates.





Mass Calisthenics.

## PHYSICAL TRAINING

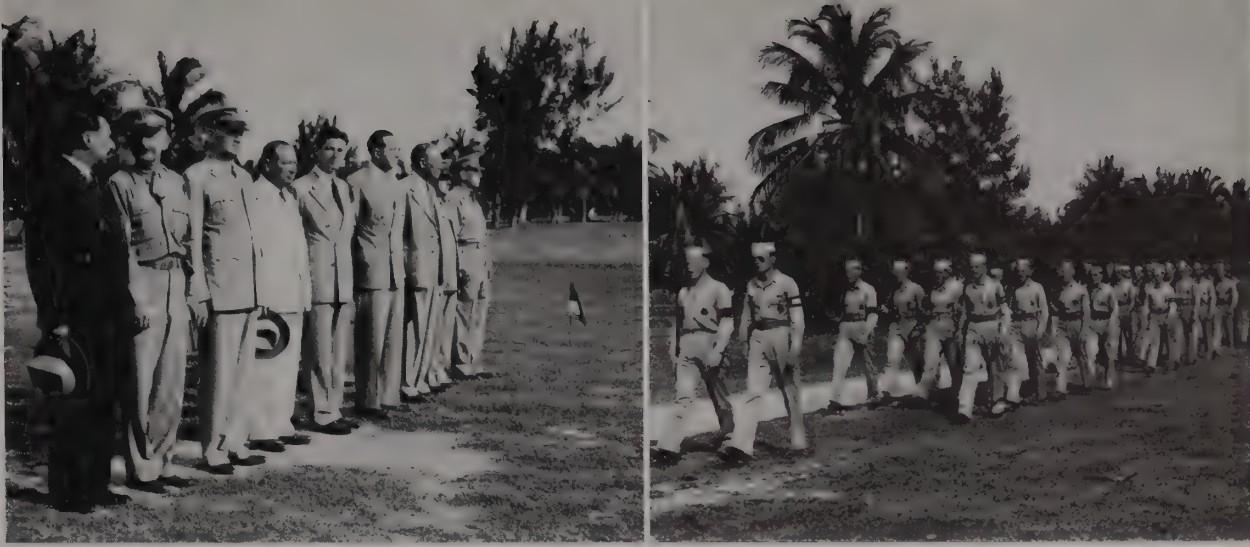
All is not just plain hard work in the physical training program at the O. C. S. The excellent facilities provided for swimming and diving instruction furnish a welcome diversion and recreation.



As sure-footed as mountain goats, soldiers at the O. C. S. dash at full speed along rough obstructive courses (shown at the left, from top to bottom). It's part of a physical training program that will make them fit to assume key positions in one of the finest combat organizations in the world.

# Review

President-Elect Teordo Picado of Costa Rica reviews officer candidates at Miami Beach. Next to Senor Picado in the reviewing line are General Lawson and Colonel Nettles.



## -AROUND THE CLASSROOMS-



# *Life*

IN THE O. C. S.



Above: At Charge of Quarters.



Squadron 22 men are shown at the left reading orders.



The roving cameraman found the soldiers shown to the left looking for laundry.



You can always find a few of them around the bulletin board.



Hungry Soldiers at the O. C. S. Need no Second Call for Mess.

# SEVENTH TECHNICAL SCHOOL GROUP

## COMMISSIONED OFFICERS



GEORGE E. LEWIS  
Captain  
Commanding Officer



WILLIAM E. McCANN  
First Lieutenant  
Commanding Officer  
304th Technical School Squadron



EDWARD W. HASELDEN  
Captain  
Commanding Officer  
399th Technical School Squadron



CHARLES H. SMITH  
Captain  
Commanding Officer  
469th Technical School Squadron

## OFFICER CANDIDATE OFFICERS



EUGENE B. SQUIRES  
Wing Sergeant Major



JOHN W. WALLACE  
Wing Supply Sergeant



HENRY J. SANDRI  
Section L Sergeant Major



CHARLES J. MILLER  
Section M Sergeant Major



JOHN M. BAYNE  
Section L Supply Sergeant



CHARLES E. HUNTER  
Section M Supply Sergeant



EVANS R. SHIELDS  
Color Sergeant



RICHARD R. SIMMONS  
Color Sergeant



ROMEO T. DeVITA  
Color Corporal



DONALD A. WINTON  
Color Corporal



**ROBERT E. HABER**  
First Lieutenant  
Senior Training Instructor



**JOHN W. ETSWEILER, JR.**  
O/C Captain  
Commanding

# S Q U A D R O N 1 3

## OFFICER CANDIDATE OFFICERS

William K. Suiter, Jr.  
First Lieutenant

Frank K. Anderson  
Second Lieutenant

Richard W. Gushman  
Second Lieutenant

John S. Sproatt  
First Sergeant

Vincent P. Rousseau, Jr.  
Supply Sergeant



Richard W. Harris  
Sergeant

Charles H. Osborn  
Sergeant

David D. Relihan  
Sergeant

Donald R. Shilling  
Sergeant

Charles G. Botsford  
Corporal

Vincent R. Dahlfred  
Corporal

Alpha B. Hall  
Corporal



Orin E. Hollingsberry  
Corporal

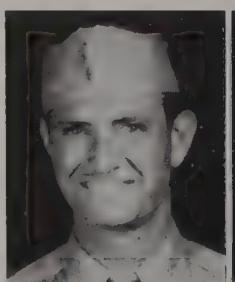
Leonard Ledford  
Corporal

Herman R. Matthew  
Corporal

Edward C. Trzinski  
Corporal

Leslie P. Von Eberstein  
Corporal

## OFFICER CANDIDATES



P. Rekoon



Jay K. Rife



Ned Orson Scott



Bernard F. Steele



David Wheaton



C. G. Yeonas

# S Q U A D R O N 1 3

## OFFICER CANDIDATES

Will J. Akers



Hampden W. Catterton



Robert S. Elker



Charles E. Dearmin



Kenneth L. Ford



Hugh S. Gamble



Joseph Givando



William J. Graham



Francis J. Haley



Bernard Harr



Delbert Honchul



Eugene W. Hoppe



William Irwin



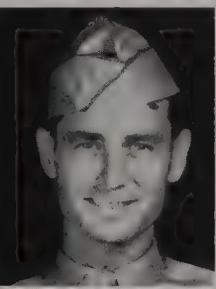
Vernon W. Kehs



John H. Kennedy



William B. Knox



Richard J. Kulda



Alexander MacElhaney



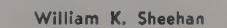
Paul E. McNutt



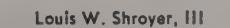
Edward H. Mooring



Wilbur E. Moser



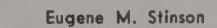
Price R. Nash



Jack C. Nichols



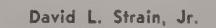
Robert G. Novotny



Jack R. Pechman



Max H. Peiffer



Orwe A. Rector, Jr.



William K. Sheehan



Louis W. Shroyer, III



Joe A. Sims



Eugene M. Stinson



Louis R. Stolcis



David L. Strain, Jr.



Marshall Walker



R. W. Bell



M. W. Ertell



H. F. Gilbert



M. H. Halmowitz



J. E. Mullin



# S Q U A D R O N 1 4



HILMER J. OLSON  
Second Lieutenant  
Senior Training Instructor

ELMER E. DEARMIN  
O/C Captain  
Commanding

## OFFICER CANDIDATE OFFICERS

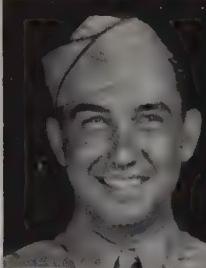
Anthony Lucioni  
First Lieutenant

Bour Brown  
Second Lieutenant

John T. Dearing  
Second Lieutenant

Harry H. Hepier  
First Sergeant

Leslie L. Shaw  
Supply Sergeant



Gordon M. Brown  
Sergeant

Edward J. Dalglish  
Sergeant

John W. Hendrix  
Sergeant

Sidney Ormerod  
Sergeant

Harry B. Bennett  
Corporal

Alfred R. DeNice  
Corporal

Raymond O. Donatiello  
Corporal



Kenneth V. Fox  
Corporal

Edwin M. Plato  
Corporal

Marvin L. Rubin  
Corporal

Marvin A. Schneiderman  
Corporal

James B. Shierry  
Corporal

# S Q U A D R O N 1 4

## OFFICER CANDIDATES

Walter C. Beardsley



Clarence J. Beavers



Frank L. Brackney



Robert F. Burbank



William W. Butler



William J. Fulton



Donald C. Gardner



Sheridan D. Gates



Donald T. Gilbert



Irving Goodman



Leon A. Gribb



Parke H. Grubb



Robert L. Henderson



Eldon F. Herring



Bernard L. Kelly



Bernard A. Mayer



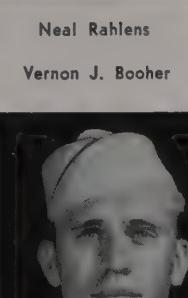
James N. McDonough



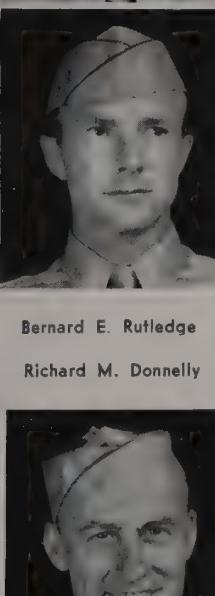
Arthur W. Moore



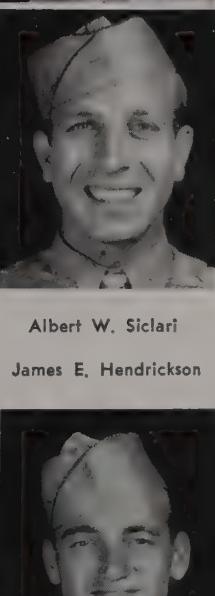
Neal Rahlens



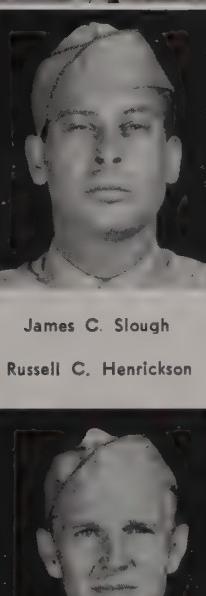
Bernard E. Rutledge



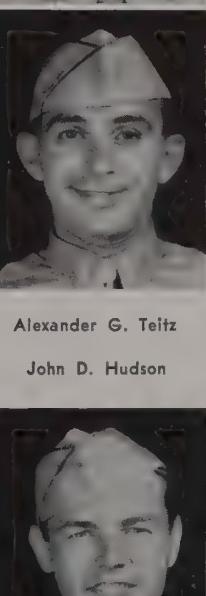
Albert W. Siclari



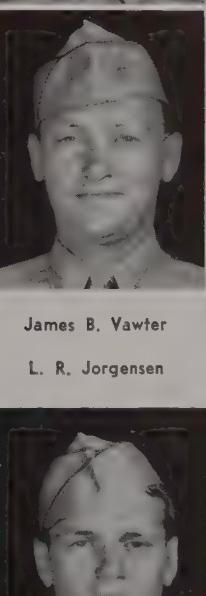
James C. Slough



Alexander G. Teitz



James B. Vawter



Stanley A. Ahlborn

Vernon J. Booher



Richard M. Donnelly



James E. Hendrickson



Russell C. Henrickson



John D. Hudson



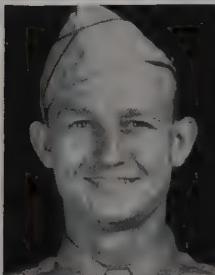
L. R. Jorgensen



Lindoro L. Lauro



William A. Logan



James M. Milam



Arthur E. Nicholson



John D. Pugh



Syd Spencer

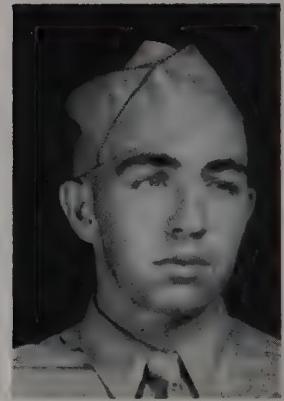


Robert E. Vandagriff



WILLIAM P. GRIER  
Second Lieutenant  
Senior Training Instructor

# S Q U A D R O N 1 5



JOSEPH R. CROWLEY  
O/C Captain  
Commanding

## OFFICER CANDIDATE OFFICERS



Edgar O. Rand  
First Lieutenant



William A. Berlin  
Second Lieutenant



Harold Breitstein  
Second Lieutenant



Clifford T. Collett  
First Sergeant



Milton W. Moulder  
Supply Sergeant



Eugene R. Billett  
Sergeant

Robert B. Carbaugh  
Sergeant

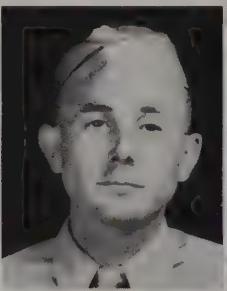
George B. MacGlennon  
Sergeant

Frederick C. Sommer  
Sergeant

Norman Allison  
Corporal

Phillip A. Dethloff  
Corporal

Frank W. Errigo  
Corporal



Raymond H. Garcia  
Corporal

Albert F. Kunze  
Corporal

Charles R. Murray  
Corporal

Gerald E. Reisinger  
Corporal

Roy L. Russell  
Corporal



W. H. Angoff



# S Q U A D R O N 1 5

## OFFICER CANDIDATES

Sherman C. Adams



Don Ashby



George R. Carter



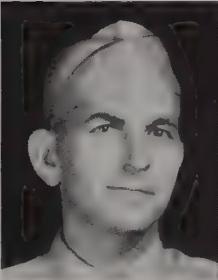
George E. DeWandel



Cecil E. Goode



Leslie F. Hamilton



Harold F. Henwood



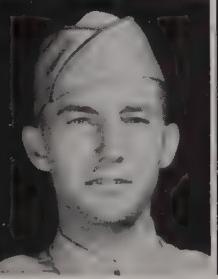
Gus P. Hewen



Joseph F. Hornyak



Philip A. Huey



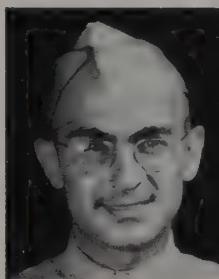
Aubrey C. Loyd



Marion H. Mahnken



Albert J. Martha



Matthew J. McGrath



Harold E. McKee



Lorin D. Miller



Albert C. Oelschlager



Edgar Phillips



Kenneth R. Pringle



Jacob Schoeppler

Rayford H. Smith



Selig Starr



Richard K. Tracy



Charles B. Walstrom



Woodrow W. Wilkins



Robert F. Whitney



John Church



D. A. Dohse



J. C. Morris



G. W. Richardson



P. F. Sharkey



J. S. M. Titus



# S Q U A D R O N 1 6



KERWIN O. LISK  
Second Lieutenant  
Senior Training Instructor

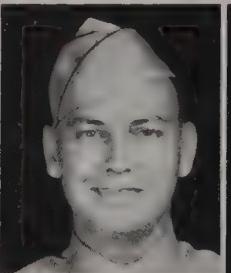
EMIL J. RELAT  
O/C Captain  
Commanding

## OFFICER CANDIDATE OFFICERS

Anthony B. Restivo  
First Lieutenant



James M. Grady  
Second Lieutenant



James Trenz  
Second Lieutenant



Jack O. Crawford  
First Sergeant



Kenneth R. Hurst  
Supply Sergeant



James W. Coggins  
Sergeant



Frank S. Florian  
Sergeant



Wilbur D. Krigbaum  
Sergeant



Robert A. Dreyer  
Corporal



Bernard H. Haver  
Corporal



Phineas Indritz  
Corporal



Ralph A. Rush  
Corporal



Ramon R. Santiago  
Corporal



Clarence G. Schroeder  
Corporal



Bernard J. Shaw  
Corporal



Rudolph Starich  
Corporal

# S Q U A D R O N 1 6

## OFFICER CANDIDATES

Donald Auer



Finton G. Cosby



George T. Fawcett



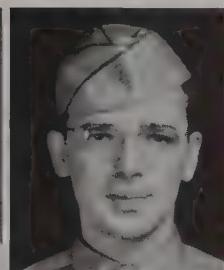
William S. Grayson



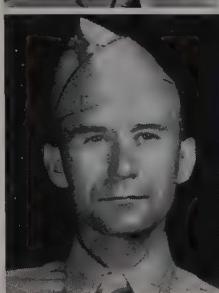
Eric G. James



William J. Jones



John E. Klasch



Alfred F. Litchfield



Donald H. Monroe



John C. Nagle



Harry A. Rowe



Sol W. Scharf



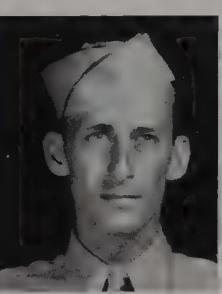
W. C. Van Buren



Jack A. Wetzel



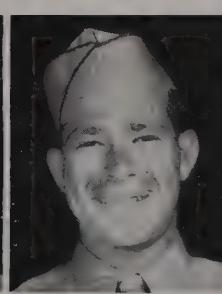
David V. Bracey



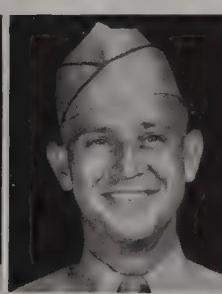
Florindo L. Catella



James E. Donahoo



George W. Fenimore



Nicholas F. Michetti



John E. Murray, Jr.



John D. Rohrer



James H. Shake



William F. Shek



Hollis B. Spears



Harry L. Trout



David U. K. Walterhouse



Leslie M. Weeks



TALMADGE D. PEFFLEY, JR.  
Second Lieutenant  
Senior Training Instructor

# S Q U A D R O N 17



ALVIN W. MAYS  
O/C Captain  
Commanding

## OFFICER CANDIDATE OFFICERS

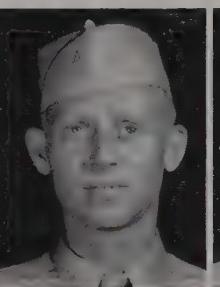
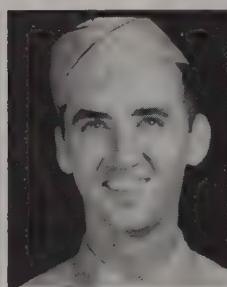
John J. Faherty  
First Lieutenant

Karl F. Ehlenfeldt  
Second Lieutenant

Thomas J. White, Jr.  
Second Lieutenant

William T. Limbrick  
First Sergeant

George T. Gorman  
Supply Sergeant



Herbert P. Franke  
Sergeant

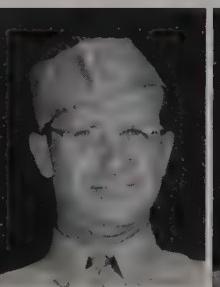
William F. Gerber  
Sergeant

Henry A. Shelleday  
Sergeant

Gordon M. Wiggin  
Sergeant

John D. Bishop  
Corporal

Olan V. Boutwell  
Corporal



Gordon I. Morison  
Corporal

Thomas E. Nicholson  
Corporal

Glenn F. Thummel  
Corporal

Philip H. Wagner  
Corporal

Edward F. Willson  
Corporal

# S Q U A D R O N 1 7

## OFFICER CANDIDATES

John G. Buresh



Seymour L. Caine



Vahan Chapian



James M. Eakin



Edward B. Ferguson, Jr.



Boonie B. Fulton



H. Phillip Hevenor, III

Bradley T. Johnson

Daniel L. Kelley

James M. Levien

Bernard W. Litven

Edmund J. Nagle

Meyer Newman

Nicholas J. Proferes

Thomas E. Rawles

John R. Roberts

Martin I. Rocovich

Albert E. Rutan, Sr.



R. M. Schellhammer

Benjamin L. Scott

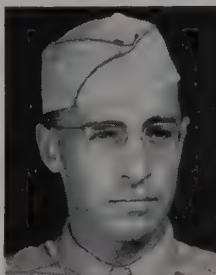
Alvin D. Simon

David I. Smith

Jack M. Stevens

Herbert S. Sussan

Phillip F. Water



James F. Everett

Norman M. Fainzin

Vernon E. Grout

Thomas H. Mayers

Ross K. Oliver

Gilbert A. Rhodes, Jr.

George P. Sampson



**JOHN W. ARNETTE**  
First Lieutenant  
Senior Training Instructor



**EDMUND B. COWDREY**  
O/C Captain  
Commanding

## S Q U A D R O N 1 8

### OFFICER CANDIDATE OFFICERS

**John O. Van Marter**  
First Lieutenant



**Vincent J. Belken**  
Second Lieutenant



**Jean P. Mooseau, Jr.**  
Second Lieutenant



**Robert C. Hufstader**  
First Sergeant



**Clayton C. Johnson**  
Supply Sergeant



**Edwin L. Bilby**  
Sergeant



**George J. Bizlewicz**  
Sergeant



**Charles G. Kleinschmidt**  
Sergeant



**Albert R. Rourke**  
Sergeant



**Milton T. Anderson**  
Corporal



**William E. Bufalino**  
Corporal



**Madison D. Hartley**  
Corporal



**Norman P. Leinenkugel**  
Corporal



**John A. Proctor**  
Corporal



**Alan S. Rosin**  
Corporal



**Lloyd B. Smith**  
Corporal



**William F. Boelz, Jr.**  
Corporal



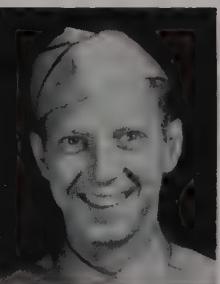
# S Q U A D R O N 1 8

## OFFICER CANDIDATES

Anthony E. Agatiello



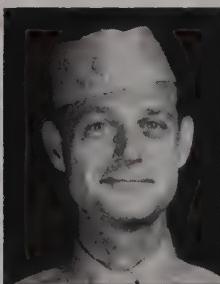
Avery R. Arent



Richard H. Anderson



Emory H. Arford



Alexander F. Auchus



Albert M. Cooper



Louis N. Drazin



Carl Johnson Felth



Jack M. Flint



Henry F. Hession



William Hirsch



George M. Hubbard



Amos D. Kaura



George B. Keezell



Thomas R. Laucks



Harry E. Leen, Jr.



James P. Lockett



Charles S. Maginnis



Edgar H. Mallory



James P. McKeon



Arthur E. Moyer



Cecil H. Murphree



Robert E. Pastor



Patrick C. Pedracine



Robert J. Schissell



William A. Short



William J. Sluys



Alfred J. Steffen



Dwight W. Webb



Warren J. Worthington



Aaron L. Zimmerman



Melvin Gluss



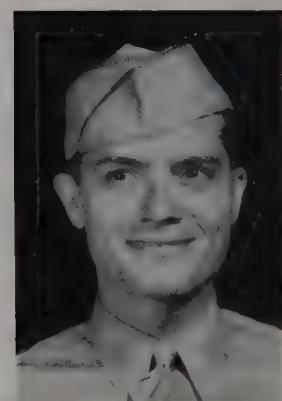
Maurice J. Griffin



Milton Woll



ROBERT M. HOAGENSON  
Second Lieutenant  
Senior Training Instructor



GEORGE F. GARRISON, JR.  
O/C Captain  
Commanding

## S Q U A D R O N 1 9

### OFFICER CANDIDATE OFFICERS

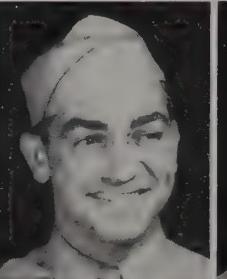
James I. Eden  
First Lieutenant

Wilbur B. Garretson  
Second Lieutenant

Graham S. Mela  
Second Lieutenant

John H. Berkley  
First Sergeant

William P. Lozito  
Supply Sergeant



Lon E. Aucker  
Sergeant



Richard W. Flowers  
Sergeant



Edward G. Grogan  
Sergeant



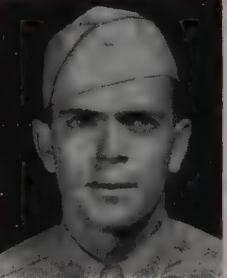
Joseph A. McCauley  
Sergeant



Eugene R. Arvin  
Corporal



Vito Ciannella, Jr.  
Corporal



John E. French  
Corporal



John E. Kilkenny  
Corporal



James B. Langford  
Corporal



Alfred J. Malcik  
Corporal



Daniel F. McNamara  
Corporal



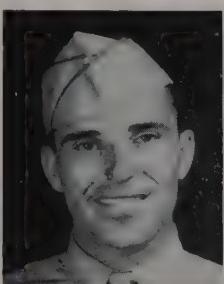
George W. McVey  
Corporal



# S Q U A D R O N 1 9

## OFFICER CANDIDATES

LeRoy C. Arter



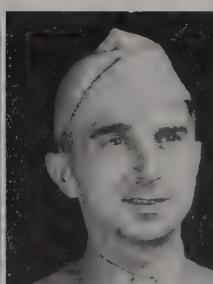
William T. Bahlman, Jr.



Eugene P. Bellier



Leslie G. Butcher



Francis R. Coogan



Albert J. Debor



Philip M. Dwyer



June J. Ellis



Julian Esper



Joseph M. Hewitt



Eric B. Insley



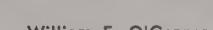
Joseph P. Kaufman



Raymond M. Keane



James M. Keenan



Malcolm A. Levi



Herbert D. Lewin



Joseph B. Lewis



John Z. Mace



Robert E. Major



William M. McLean



William E. O'Conner



Edward J. Simmons



Robert B. Skees



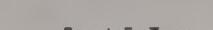
George D. Smith



Ray W. Smith



Elmer Snyder



Joseph A. Tracy



Cyrus B. Walker, Jr.



David O. Weaver



John A. Willoughby



James H. Wolverton



George S. Yrisarri



Ernest E. Zorn



W. J. Arnold



R. F. Bourgault



Cunningham



J. P. Keithley



G. E. Kendrick



A. J. Paglin



R. J. Rice



G. S. Valentine



J. A. Vollstedt





**DAVID C. RHODES**  
First Lieutenant  
Senior Training Instructor



**GARRICK Y. MCGAUGHEY**  
O/C Captain  
Commanding

# S Q U A D R O N   2 0



## OFFICER CANDIDATE OFFICERS

**Roderick N. Shepherd**  
First Lieutenant

**Ray E. Hadwick**  
Second Lieutenant

**Richard J. May**  
Second Lieutenant

**John T. Cunningham**  
First Sergeant

**Herbert M. Hicks**  
Supply Sergeant



**Joseph R. Germain**  
Sergeant



**Robert E. Hill**  
Sergeant



**Sol R. Schechter**  
Sergeant



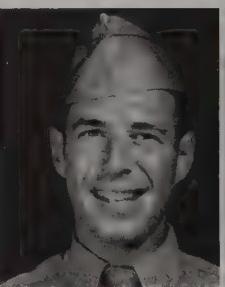
**Olindo F. Borghesani**  
Corporal



**Harold S. Duvall**  
Corporal



**Donald B. Glinert**  
Corporal



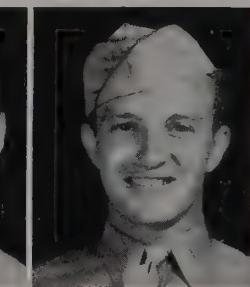
**Elroy E. Hapke**  
Corporal



**Minot B. MacDonald**  
Corporal



**Leo P. Murray**  
Corporal



**Irving Rafey**  
Corporal



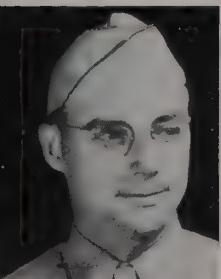
# S Q U A D R O N 2 0

## OFFICER CANDIDATES

S. W. Allen



George A. Bartle



Lewis J. Beckwith



William M. Bertles, Jr.



Edward Brancati



Austin B. Castellano



William Cordray



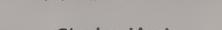
Maurice A. Edkiss



Roland V. Haas



Franklin M. Hoel



Edward L. Horton



Clarence L. Jeffers



Harold D. Koffsky

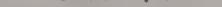
Simon B. Labe



George R. Lang



Charles Lipel



Joseph M. Mahoney



Sylvester D. Maloney



Fred V. Mayhue

Robert E. Poston

George L. C. Pratt

Layton Ricker

William A. Riley

F. W. Ronnermann

Ralph W. Santoro

Charles E. Schmidy

Delwin E. Shanks

Robert H. Stone

William I. Stone, Jr.

Sidney Tarr



Milton M. Tinkle

Dick A. Valdez

Sylvester B. Ventimiglia

Floris L. Willet

R. C. Fisk

A. B. McArdle

M. H. Mezinsk



MANSON V. JENNINGS  
Second Lieutenant  
Senior Training Instructor



HERMAN J. PRESEREN  
O/C Captain  
Commanding

# S Q U A D R O N 2 1



## OFFICER CANDIDATE OFFICERS

William C. Vawter  
First Lieutenant

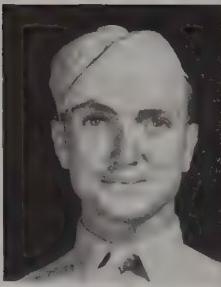
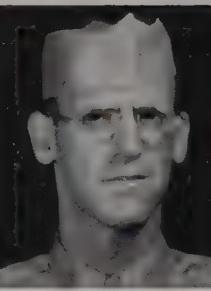
John T. Bradley, III  
Second Lieutenant

Joseph H. Brannon  
Second Lieutenant

Oakford W. Acton, Jr.  
First Sergeant

Joseph D. Riviere  
Supply Sergeant

Hueston N. Jones  
Sergeant



Obie W. O'Neal  
Sergeant



Joseph C. Thorne, Jr.  
Sergeant



Varters A. Varteresian  
Sergeant



Clarence E. Bowles  
Corporal



William M. Byrne  
Corporal



George Cantor  
Corporal



Coleman D. Carroll  
Corporal



Herbert B. Dykstra  
Corporal



Samuel Leppo  
Corporal



Norman Siegel  
Corporal



Maurice A. York  
Corporal



G. C. Maney



# S Q U A D R O N 21

## OFFICER CANDIDATES

Richard H. Barnett, Jr.

John J. Barsch

Robert T. Beattie

David R. Bradley

George N. Brooks

Russell D. Chase

Andrew L. Cholick



John W. Cogger

Howard M. Comerer

Edwin R. Denham

Jack D. Ellison

William R. Hardy

William Kaut, Jr.

Boris Kleiner

Fred E. Lauder

Lawrence B. Lindemer

Gideon H. Massey

Henry S. McConnell

Walter R. Miller



Robert M. Mistrough

John Moliton

Howard P. Nedetsky

Alexander B. Reid

Gilbert L. Scarborough

Charles H. Stephens, III

Edwin J. Sullivan

Milton F. Taylor

Joseph F. Tewey

Lawrence K. Waterbury

Harold L. Wood

Joseph R. Zogby

W. R. Bonner

Michael De Marco



G. A. Lazare

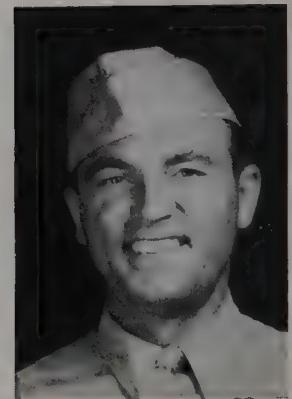
R. L. Martin

Harold L. Rubenstein

E. L. Stanley

James W. Veeder

# S Q U A D R O N   2 2



ROBERT H. BRADLEY  
Second Lieutenant  
Senior Training Instructor

CARMINE O. FOGNANO  
O/C Captain  
Commanding

## OFFICER CANDIDATE OFFICERS

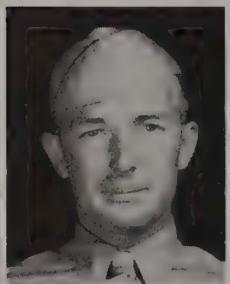
Ernest L. Higgins  
First Lieutenant

Fred A. Dixon  
Second Lieutenant

Robert W. Dorn, Jr.  
Second Lieutenant

John R. Farmer  
First Sergeant

Victor P. Lundemo  
Supply Sergeant



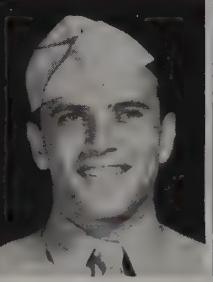
Lou Ashe  
Sergeant



William J. Corkill  
Sergeant



Daniel W. Early  
Sergeant



Robert Weinstein  
Sergeant



Bernard Moldow  
Corporal



William H. Newton  
Corporal



Robert Pollock, Jr.  
Corporal



Stuart T. Ross  
Corporal



Anthony T. Schneible  
Corporal



Wallace R. Starwalt  
Corporal



Alfred Treherne  
Corporal



Ralph F. Yeager  
Corporal

# S Q U A D R O N 2 2

## OFFICER CANDIDATES

William J. Burns



Henry B. Burnsed



Frederick Chapman



William H. Cubley



Anthony Ditz



Raymond L. Dockum



Leigh Gerdine



Mitchell M. Gertz



Robert L. Gillette



William P. Gilmartin



Frank H. Grant



J. M. Hannon



Richard T. Howe



Clifton T. Hudgins

Charles T. James



John C. Jenkins



Stanley H. Kissel



George Levy



Martin A. Lockard



Dan Milakovich



Clemena Napier



John W. Nesbitt



Norman J. Newcomb



Harrison R. Palmer



Jim W. Ruby



James F. Stabler



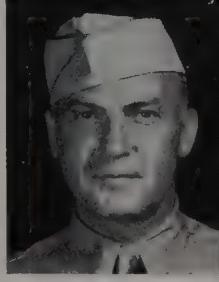
Carlos Trower



Jack R. Volin



William J. Wilken



Julian H. Wilkenfield



Maynard P. Yocom



Eugene C. Zorn



Douglas A. Brown



J. S. Bryan



A. W. Mann



JOHN W. BOYD  
Second Lieutenant  
Senior Training Instructor



LLOYD R. HENRY  
O/C Captain  
Commanding

# S Q U A D R O N 2 3



## OFFICER CANDIDATE OFFICERS

Lewie V. Gilpin  
First Lieutenant

Jack S. Butler  
Second Lieutenant

Walter H. Ehliert  
Second Lieutenant

Charles H. Paulsen  
First Sergeant



David F. Underhill  
Supply Sergeant

Dale T. Klingman  
Sergeant

Salvatore A. Riano  
Sergeant

Herbert F. Wilson  
Sergeant

Raymond C. Hedger  
Corporal

Nicholas W. Mazzei  
Corporal

William C. McCabe  
Corporal



Glenn L. McElwee  
Corporal

Thomas J. O'Neill  
Corporal

Gene T. Suchek  
Corporal

James M. Weaver  
Corporal

Thomas B. Wilkins  
Corporal



Jacob W. Rosenthal

Glenn Rounds

John E. Rule

Edward M. Ruslander

Irvin Seronick

Hughes L. Smith

# S Q U A D R O N 2 3

## OFFICER CANDIDATES

Norman S. Allen

Louis C. Atwell

Richard L. Berry

Jesse Blonder

Curtis C. Bogasch

Ellis Byman

Clement Canja



William C. Clark

Harry B. Clements

Robert L. Craig

James E. Friday

Gene A. Goedjen

Stanley Gordon

Wilfred A. Hafner

Frederick B. Hall

Paul J. Hutchinson

Willie N. Kacharos

Paul D. Kerr

Frank J. H. Linguist

Milton Lowenstein

Naylor B. Middleton



William M. Nolen

James W. Norvell

Vernal V. Oliver

Kenneth W. Patrum

Jack H. Rainer

Albert J. Richter

Alvin J. Ricles

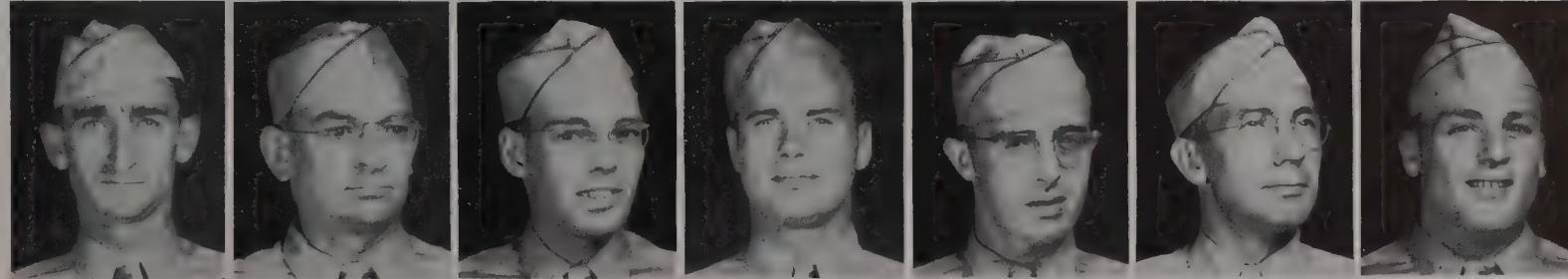
Cedric A. Stanley

Willie M. True

Franklin D. Wood

John V. Woodbury

R. C. Ayers



R. E. Dwyer

K. B. Hancock

F. H. Jackson

L. C. Lovaas

J. F. Maggioni

James R. Orr

Paul L. Slater



FRED H. GILLIAM  
Second Lieutenant  
Senior Training Instructor



RAY R. EVANS  
O/C Captain  
Commanding

## S Q U A D R O N   2 4

### OFFICER CANDIDATE OFFICERS

Joseph N. Frankel, Jr.  
First Lieutenant

Howard W. Davis  
Second Lieutenant

John L. Smith  
Second Lieutenant

William L. Moore  
First Sergeant

Jack F. Chappell  
Supply Sergeant



John R. McKernan  
Sergeant

Richard W. Smithson  
Sergeant

Simeon B. Weaver  
Sergeant

Hendricks H. Whitman  
Sergeant

Jack C. Buckland  
Corporal

J. P. Byers  
Corporal

Albert N. Gadd  
Corporal



Frederick J. Herschleb  
Corporal

Harry E. Hile  
Corporal

Dwight H. Jennison  
Corporal

William C. Krause  
Corporal

William D. Willoughby  
Corporal

# S Q U A D R O N 2 4

## OFFICER CANDIDATES

Charles R. Briggs



Archie M. Calhoun



Marion J. Evertsen



Robert C. Foulk



Thomas G. Hansen



Herschel L. Jordan



Robert L. Klein



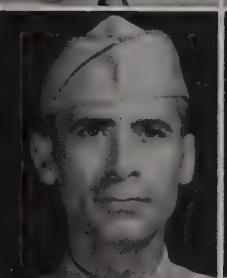
Arnold E. Loe



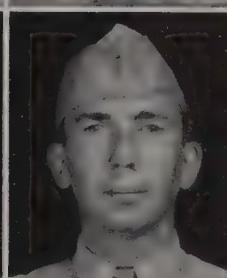
John W. Morse



Alfred F. Nordstrom



Conrad A. Noya



John A. Pierce, Jr.



Howard J. Quinn



John S. Ross



Charles E. Schiela



Joseph E. Sheffield



Everell P. Shorter



Walter J. Skiba



William O. Stallings



Lindsay C. Stewart



Nick Susoeff



Douglas L. Thaxton



Malcolm R. Tucker



John W. Dexter



John L. Glass



O. R. Smith



Marshall I. Steward



George A. Whitten

# M E S S S Q U A D R O N

Robert G. Abernethy, Jr. James W. Alexander



Irving N. Altshuler



Chris Argyropoulos



Wesley J. Bagley



Joseph S. Banks



Benjamin Bernstein



Clark P. Beverly

Talmage N. Bourne

George W. Brockman

Henry K. Carter

Everett M. Chase

Joseph N. Clarke

Michl J. Corlis



William C. Crutcher, Jr.



Leonard A. Cutright



John D. Darnell



Herbert R. Davis



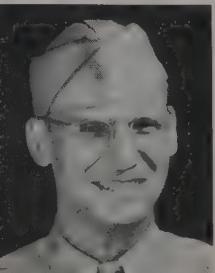
Gregory J. Dearden



Eldon R. Driscoll



Philip W. Eichholtz



Alfred E. Etchells

John J. Feeley

Reuel H. Freeman

John J. Furey

Malcolm D. Fyfe

Robert E. Gardner

James B. Garkie

# M E S S S Q U A D R O N

Louie O. Goss



William E. Gosselin, Jr.



LaVerne E. Graning



Morton A. Grant



Charles H. Griffin



Julius Guttenplan



Jerry A. Harns



Abram L. Heisey



Fred Hollingsworth



Robert E. Holsclaw



Rowland Hopple



LeRoy K. Howard



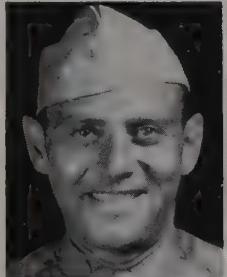
Leland M. Jenkins



John E. Lansing



Jack L. Lawson



Conrad W. Leiser, Jr.



Robert J. Libson



Morris M. Loeb



Norman R. Lucas



William E. McFarland



Robert J. Marshall



Frank K. Myres



Anthony Naro



Allan F. Nash



Paul C. Nichols



Elmer E. O'Berry



James M. Parker



Milo E. Peterson

# M E S S S Q U A D R O N

Vincent J. Posillico



Victor L. Rink



Harmon E. Robison, Jr.



Selmer B. Rodning



Alphonse A. Shelare, Jr.



Thomas A. Shoptaw



Abraham Shuman



Donald R. Stewart



Albert E. Stone



Thurston L. Thomas



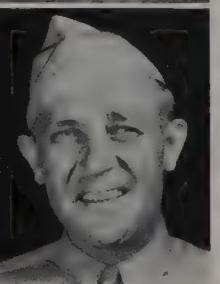
Robert L. Tomlinson



Paul J. Trame



Claiborne C. Troutman



Igor A. Vanderlake



Irving Wallach



Gilbert H. Watts



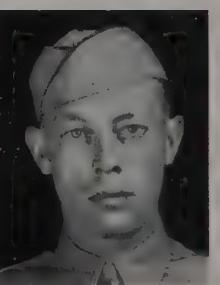
Bernard S. Weinblatt



Ray C. Wester



Camden O. Wilmoth



John A. Works

# B I O G R A P H I E S

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SLOUGH, JAMES CARL—1413 S. Main St., Flat River, Mo.; Air Corps.

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VAWTER, JAMES B.—1315 Broadway Pl., Oklahoma City, Okla.; Attorney; Air Corps.

## SQUADRON 15

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BILLETT, EUGENE R.—605 Mira Vista St., Oakland, Calif.; Salesman; Air Corps.

BERLIN, WILLIAM A.—Hibbing, Minn.; Member, Minnesota House of Representatives; Army Air Forces.

BUTLER, WILLIAM W.—Childress, Tex.; Cashier, Wholesale Grocery Company; Army Air Forces.

CARBAUGH, ROBERT B.—4115 Mitchell St., Philadelphia, Pa.; Cost Clerk, Reyburn Manufacturing Company; Air Corps.

CARTER, G. R.—Midland, Tex.; Geologist; Army Air Forces.

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ERRIGO, FRANK W.—322 Monroe St., Boonton, N. J.; Student; Army Air Forces.

GARCIA, RAYMOND H.—Hotel Senate St., Napa, Calif.; Meat Cutter; Air Corps.

GOODE, CECIL E.—Mulberry, Ind.; Personnel Manager; Air Corps.

HAMILTON, LESLIE F.—1601 Broadway St., Paducah, Ky.; Mattress Manufacturing Company; Army Air Forces.

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HEWEN, G. P.—507 N. Rexford Dr., Beverly Hills, Calif.; Logging Camp Supply Manager; Army Air Forces.

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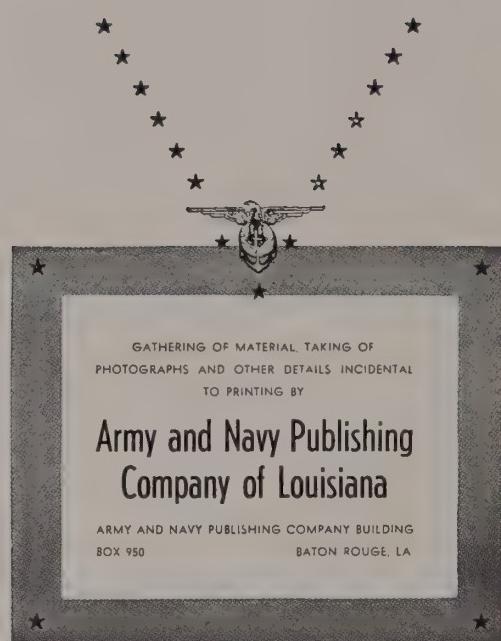
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